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The

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SATURDAY, APRIL 27, 1929.

日八十月三

SHANGHAI COPY 10 CENTS

HEADWIND BEATS THE R.A.F.

"FAIREY" MONOPLANE LANDS AT KARACHI

MAGNIFICENT FLIGHT BUT RECORD UNBEATEN.

4,130 MILES IN 50 HOURS.

London, Apr. 26.
After a magnificent flight with-
out the slightest mishap, the spe-
cial R.A.F. Fairey monoplane failed
to beat the world long-distance non-
stop record as the result of a long
combat with heavy head-winds
which caused a more rapid exhaus-
tion of her petrol than was con-
sidered likely.
The flight was actually longer
than that which will go down in
the official records, as the great
plane passed over Karachi at 4
o'clock this afternoon (local time)
but returned about two hours later,
landing perfectly at Karachi
at 5.45 p.m. (local time).

Two Hours Flying Lost.

The Air Ministry has officially
announced that the monoplane land-
ed at Karachi at 1.15 p.m. (British
Summer Time) thus completing
4,180 miles in direct line of flight
from point to point in 50 hours and
28 minutes.—*Reuter.*

Later.
The Air Ministry states that
Squadron-Leader Jones Williams
and Flight Lieutenant Jenkins, in
the Royal Air Force Fairey mono-
plane, landed at Karachi at one
fifteen p.m. (British Summer Time)
to-day, about two hours before sun-
set.

Short of Petrol.

They had flown on past Karachi,
but returned owing to the rapid ap-
proach of darkness and the pre-
sumed shortage of petrol. The
first non-stop flight to India has
thus been successfully accomplished,
while the previous British long
distance record has been beaten.

This record was the flight of
Flight-Lieutenant Carr in 1927.
Carr covered 3,419 miles non-stop
before coming down in the Per-
sian Gulf.

The route distance from Cran-
well to Karachi is 4,130 miles which
was flown in fifty hours, thirty-
eight minutes, including a period
of nearly two hours occupied in
flying on past Karachi.

Strong Headwind.

No report has yet been received
from the pilots but a strong head-
wind appears to have been encoun-
tered after leaving Baghdad, for the
first stage of 2,600 miles was
covered in twenty-seven hours,
while the stage of 1,530 miles from
Bagdad to Karachi took twenty-four
hours.—*British Wireless.*

The Fairey monoplane is an
experimental machine designed to
remain in the air without re-fuel-
ling for 84 hours, and it is con-
sidered in normal conditions to be
capable of at least 6,000 miles with-
out descending.

Remarkable Features.

Many remarkable features are
embodied in its design, though
certain points have been kept a
secret. It was made at Hayes,
Middlesex, and an outstanding fea-
ture is the fact that the wing has
been so designed that it can carry
three tons of petrol. The wing has
a span of 62 feet, and it is
tremendously thick and broad.

More extraordinary, the wing is
all in one piece, and it, therefore,
constitutes in all probability the
largest cantilever monoplane wing
ever made.
The engine is a 530 h.p. Na-
ver Lion, and is in effect, a ser-
vice edition of the racing Napier
engine used to win the Schneider
Trophy, and the world land speed
record.

The plane carried one thou-
sand gallons of petrol, and
weighed 6½ tons, when it ascended
at Cranwell at 10.30 a.m. on
Wednesday, and it was thought
that the petrol would be suf-
ficient to keep the engine run-
ning three days and nights non-
stop.

DUKE'S MOUNTS AT THE RACES.

STARTING TIME CHANGED FOR ROYAL VISITOR.

THREE PONIES CHOSEN

His Royal Highness the Duke
of Gloucester will ride in at least
three races at Happy Valley this
afternoon, and there is a possi-
bility that he will also ride in a
fourth.

We are officially informed that
on account of the Chinese luncheon
party which is being given in
honour of the Duke the first addi-
tional ball at the racecourse will be
run at 2.30 p.m. and the first race
will start at 3 p.m.

This delay will give His Royal
Highness sufficient time to return
to Government House from Kam
Ling Restaurant, where the
luncheon by the Chinese Chamber
of Commerce is being held, and
change into his riding kit, it
having been arranged that His
Royal Highness shall ride Pickle
in the first race.

The departure of H.M.S. Suffolk
has been delayed until 6 p.m. and
the Duke expects to leave the race-
course for Government House at
about 4.15 p.m.

The following are the Duke's
mounts for the afternoon:

Race 1.—Messrs. Hynes and
Mackie's Pickle.

Race 2.—Messrs. Liang and
Wong's O'Moon.

Race 3.—Mr. Ho Kom-tong's
Kom Tong Hall.

As stated, His Royal Highness
may have to leave the racecourse
for Government House at 4.15 p.m.,
but if there is time he will also
ride in Race 4, his mount being
Messrs. Lau and Lee's Duke of
Chantilly.

NEW ZEALANDER'S FLIGHT.

THE FIRST ATTEMPT OF ITS KIND.

London, Apr. 26.
Frank Mase, a young New
Zealand airman, left Lympne
Aerodrome to-day in a tiny single-
seater Cirrus Sparat light aero-
plane on a flight of 13,600 miles
to New Zealand.

This is the first attempt to
fly from Britain to New Zealand.
Mase will attempt a hazardous
sea crossing of 1,200 miles be-
tween Australia and New Zealand.
—*British Wireless.*

BRITISH MINISTER'S DEATH.

SUCCUMBS WHILE SPEAKING AT BANQUET.

Stockholm, Apr. 26.
The death occurred here sudden-
ly, whilst he was speaking at a
banquet, of Sir Tudor Vaughn,
K.C.M.G., M.V.O., British
Minister to Sweden.—*Reuter.*

[The late Sir Tudor Vaughn
was born in 1870, being the second
son of Commander Henry
Vaughan, R.N. He entered the
diplomatic service in 1894 and has
held positions in all parts of the
world. He had been Minister to
Sweden since 1927.]

PRINCE FLIES TO BOGNOR.

BRIEF VISIT TO H.M. THE KING.

London, Apr. 26.
H.R.H. the Prince of Wales to-
day flew from London to Bognor,
to visit H.M. the King, and re-
turned also by air.

His Royal Highness spent five
hours at Crankwell House.—*British
Wireless.*

FUNDS FOR HANKOW.

Shanghai, Apr. 26.
It is reliably reported that one
million dollars have been sent by
the Central Bank in Shanghai to
the Central Bank in Hankow to
facilitate the working of the new
branch.

AMERICA'S RYDER CUP LEAD.

MITCHELL AND ROBSON ALONE SUCCEED.

A TENSE STRUGGLE IN THE AFTERNOON.

IN STORMY WEATHER.

London, Apr. 26.
After a tense fight witnessed
by an enormous crowd, the United
States, led Great Britain by two
matches to one as the result of
the foursmes, played at Moor
Town, Leeds, to-day.

Duncan and Boomer had no
chance of recovery from the
colossal lead built up by their
opponents in the morning, though
they struggled gallantly in the
afternoon, but the other contests
were fought out to the bitter end,
and Britain all but ended all
square.

The Final Results.

The foursmes results were:
Archie Compston and Charles
Whitecombe (Britain) halved with
Farrell and Turnesa (United
States).

Aubrey Boomer and G. Duncan
(Britain) lost to Leo Diegel and
Espinosa (United States) by 7
and 5.

Abe Mitchell and J. Robson
(Britain) defeated Gene Sarazen
and Dudley (United States) by 2
and 1.

E. Whitcombe and T. Cotton
(Britain) lost to Walter Hagen and
Golden (United States) by 2 holes.

Things looked black for Britain
when the match was resumed this
afternoon, with America leading
in three games, the fourth being all
square.

There were ten thousand people
to see the resumption of play, but
in the interval rain had commenced
to fall and a bitterly cold wind
was blowing over the course.

The First Match.

Charles Whitecombe and Archie
Compston, started out against
Turnesa and Farrell one down, but
they quickly knocked off the
American advantage, taking the
first hole easily.

Some brilliant play by Farrell
enabled the Americans to take the
lead again, and the third hole was
squared, Farrell saving the hole
by a brilliant long putt. At the
fourth, Turnesa produced a bril-
liant putt at five yards giving the
American pair a 2 for the hole.

Two down, Britain reduced this
deficit at the next.

Both Whitecombe and Farrell
pushed out their tee-shots at the
sixth hole, the balls lying together
in a bunker. Compston declined to
have his opponent's ball lifted, and
as a result he struck Farrell's ball
in following-through after playing
his stroke.

The referee asked Compston
whether he had struck the other
ball, and Compston replied in the
affirmative, the hole being awarded
to the visitors.

Fine play by the British
pair was subsequently seen, Compston and Whitecombe
winning the eighth and ninth and
turning all square.

They lost the tenth, won the
eleventh, again conceded the
twelfth, and then the sides won in
turn up to the fifteenth where
they were still all square.

The British pair won the six-
teenth, and halved the seventeenth,
thus making them dormie one,
impossible to lose, but America
won on the eighteenth green and
halved the match.

Duncan Overwhelmed.

The tremendous advantage held
by Leo Diegel and Espinosa
against Duncan and Boomer in the
morning is explained by the
brilliant card they returned. The
Americans went round in 68.

Against such a brilliant per-
formance, the Britishers had
little chance. They started badly,
halving the first and losing the
first hole in the afternoon, thus
being eight down. A series of
halves followed, after which
Duncan and Boomer won the
eighth and ninth, turning six
down.

Three successive halves were
played on the homeward part of
(Continued on Page 10.)

STRIKING CRICKET CHANGES.

WICKET TO BE INCH WIDER AND HIGHER.

AIDING THE BOWLER.

London, Apr. 26.
The 1929 county cricket season,
which commences on Wednesday
next with a series of four "friend-
ly" matches, is to be a test of im-
portant experiments, three of them
being approved only to-day.

The crony of run-getting last
year, when more centuries were
obtained than ever before in a
single season, has led to an in-
quiry into means of assisting
batters, and the Advisory County
Cricket Committee at Lord's to-
day, carried three of the proposals
submitted by the special sub-com-
mittee appointed to consider these
suggested ways and means.

The changes will come into
force immediately.

The wicket is to be one inch wider and one inch higher.

The striker (batsman) can be
given out "leg before wicket" un-
der Law 21 even though the ball
may first hit the bat or hand.

A maximum of seven minutes
actual rolling is made the rule in-
stead of ten minutes as formerly.

This season also sees the intro-
duction of a new system of scor-
ing in the county championship.
All counties are to play 28 matches,
with eight points for a win, four
points for a tie, five points for a
lead on the first innings and its op-
ponents three points, four for a
tie on the first innings, and four
points, each for matches with no
result on the first innings.

The final result will be reckoned
on points, the troublesome per-
centage system being done away with.
—*Reuter.*

TERRIBLE TORNADO TOLL IN U.S.

A RED WHIRLING TUNNEL SWEEPS ALL BEFORE.

Atlanta, Apr. 26.
Seventy-one persons are known to
have been killed and hundreds
of others have been injured as the
result of the tornado which swept
South Carolina and Georgia yester-
day.

The red whirling funnel swept
all before it. Its track was nearly
a hundred yards wide, and it
created fearful havoc in South
Georgia.—*Reuter's American Ser-
vice.*

NANKING POLITICS.

TSAI YUEN-PEI TIRES OF THE BUSINESS.

Nanking, Apr. 26.
It is authentically reported that
Mr. Tsaï Yuen-peï, the Nanking
leader and Chairman of the Control
Yuen, intends to resign, ending all
connection with political affairs.

CROSS-CHANNEL AIR SERVICE.

SOUTHERN RAILWAY CO. PROJECT.

The Southern Railway Company,
it is understood, has under con-
sideration the inauguration of a
flying service across the English
Channel, to supplement its exist-
ing boat service.—*British Wire-
less.*

TUAN CHI-JUI.

FORMER PREMIER SAID TO BE VERY ILL.

Shanghai, Apr. 26.
It is reported from Tientsin that
Marshal Tuan Chi-jui, the former
Peking Premier and head of the
once famous Anfu Political Clique,
is dangerously ill.

OCCASIONAL RAIN.

The weather forecast till noon
to-morrow is:—Northerly or vari-
able winds, moderate to light;
cloudy, occasional rain.

A.D.C.'S SPLENDID DONATION.

\$1,200 FOR BRITISH MINERS' FUND.

TOTAL NOW EXCEEDS THE \$9,000 MARK.

A FINAL APPEAL.

On the eve of the closing of
the Fund for the relief of dis-
tress amongst British miners and
their families, it is with much
gratification that we are able to
announce the receipt of the biggest
contribution yet made to the Fund
in Hongkong.

This is a cheque for \$1,200, being
the sum allotted by the Hongkong
Amateur Dramatic Club from the
profits of the recent production of
"The Dover Road."

The sum, we must frankly con-
fess, is much larger than we had
hoped to receive, and in expressing
our warmest thanks to the A.D.C.
and all who in any way helped in
the securing of such an excellent
result we should like to pay a tri-
bute to the public-spirited motive
which actuated those who or-
ganised such a successful move-
ment.

We are also pleased to acknow-
ledge the receipt of a sum of
\$64.30, being the profits from a re-
cent dance organised by the Entar-
tainment Committee of H.M.S.
Suffolk.

Total to Date.

The amount so far received by
the Telegraph is as follows:

Already acknowledged \$7,822.00.

& £2 16s.

Hongkong A.D.C. allocation 1,200.00.

H.M.S. Suffolk dance 64.30.

Total £2 16s. and \$9,086.30.

As has already been announced,
the Fund closes on Monday, the
29th inst., and it would give us the
utmost satisfaction to be able to an-
nounce that Hongkong's total has
been brought up to the round
\$10,000.

That figure can be attained by
the receipt of a little less than
\$850, after taking account of the
exchange equivalent of the £2 16s.
received in sterling currency.

May we appeal to one or more
of our public-spirited residents to
come forward, by Monday next,
with this sum and thus enable
Hongkong's contribution, with the
Home Government's grant, to
reach £2,000?

The A.D.C. Gift.

Mr. H. Davenport Browne, the
Hon. Secretary of the Hongkong
A.D.C., in forwarding the hand-
some donation from that organisa-
tion, says:

"Although it has not yet been
possible to close the accounts for
"The Dover Road," I am sending
you a cheque for \$1,200 for the
Miners' Fund so that a remittance
may be made before the end of
April. I may add that, of course,
the accounts will be audited in due
course and will be open for inspec-
tion by anyone who desires to do so.

"The cheque in question includes
the sum of \$135.00 for which the
original poster was sold by auction
at the final performance. I think
it only right also to add that the
result, which I venture to think
is very satisfactory, has only been
achieved owing to the fact that the
A.D.C. have taken for their general
account certain expenses which in
the ordinary course of events would
have been debited to "The Dover
Road."

"I should like to take this op-
portunity of thanking all those who
assisted in the production, both in
front of and behind the curtain, as
well as others who helped us with
regard to advertising, booking, loan
of furniture and fittings, etc. Without
their assistance the result would
not of course, have been nearly so
satisfactory."

The "Suffolk" Dance.

The welcome subscription from
the "Suffolk" dance is, as stated,
the result of a dance held on behalf
of the Fund. This event took place
at the Helena May Institute on St.
George's Day. Tickets sold brought
in \$108.60, and the expenses were
\$44.30, leaving a sum of \$64.30 for
the Fund. We desire to express
our thanks to the organisers of this
event, which has caused a further
welcome addition to the Miners'
Fund.

Bulls and Inners

From the Office Butts.

When we might have had foun-
tain displays
Back in Umpton Nought Two—
good old days,
Water restrictions
Were unknown afflictions:
So we stopped up the pipes, jets
and sprays.

Yet now in this Year of Great
Drought,
'Twas rumoured our fountain
would spout,
But a newspaper letter
Made Officials think better,
'Cause the reservoir's nearly
run out!

Someone has sent us a poem on
the Shing Mun Valley. We doubt
whether the project will be fur-
thered by threats of that kind.

We can only suppose that our
Magistrates know what they are
talking about as their voices often
carry conviction.

From the broadcast speech on
St. George's we gather that some of
these roses are of the rambler
variety.

Lots of these "good buys" on
the Stock Exchange are merely
"good-byes."

One advantage of being
a defeated
Chinese General
is that you can
always get
foreign leave
on full pay.

The smart
guys swear at
the boss when
he is not
around to hear
it.

The Chinese
couple married
in an aeroplane
at Hankow last
week are soon
expected to
come down to
earth.

Wasn't it lucky for St. George's
Society that the Prince didn't come
here on January 25th?

Instinct is when a greyhound
chases an electric tram.

To-day's simile:—As healthy as
a centipede with one foot in the
grave.

Telegraph heading re Kansu
famine:—"Children being eaten in
many places." The mosquitoes
are bad here too.

There is no truth in the story
that our fountain could not be
made ready in time owing to the
plumber being unable to find the
whereabouts of his mate.

During 1928 the Colokne Courts
dissolved 845 marriages. Woo-de
Colokne.

In this muddled correspondence
on local football we note that no
one has drawn attention to the
important matter of playing the
whistle!

There is no truth in the rumour
that a Hotel Bus arrived at Re-
publie Bay Hotel ten minutes late
last Sunday evening through fol-
lowing a fire engine up Stubbs
Road.

Although motorists are inclined
to speed along the Reclamation
road, it should be remembered
that pedestrians have Praya
rights.

It was unfortunate that the
lady on the Peak tram on Thurs-
day morning, who referred to the
"benefit of the top atmosphere,"
should have been sitting next to a
man wearing one.

Great words of little wives:—"I
like the way the Duke smiled at
me when he shook hands."

"Diana"—After all, my dear, it
is better that he should go to his
club than reach for it!

Cheung Chow news from a
contemporary: "The big masked
theatre is gradually being dis-
mantled; the next show will be put
up by the vegetarians." Possibly
"Mrs. Wiggs of the Cabbage
Patch."

Some of these Geneva delegates'
speeches are certainly disarming.

Young couples are warned that
squeezing is being officially in-
vestigated.

Captain Campbell's attempt did
not Pan out quite as he expected.

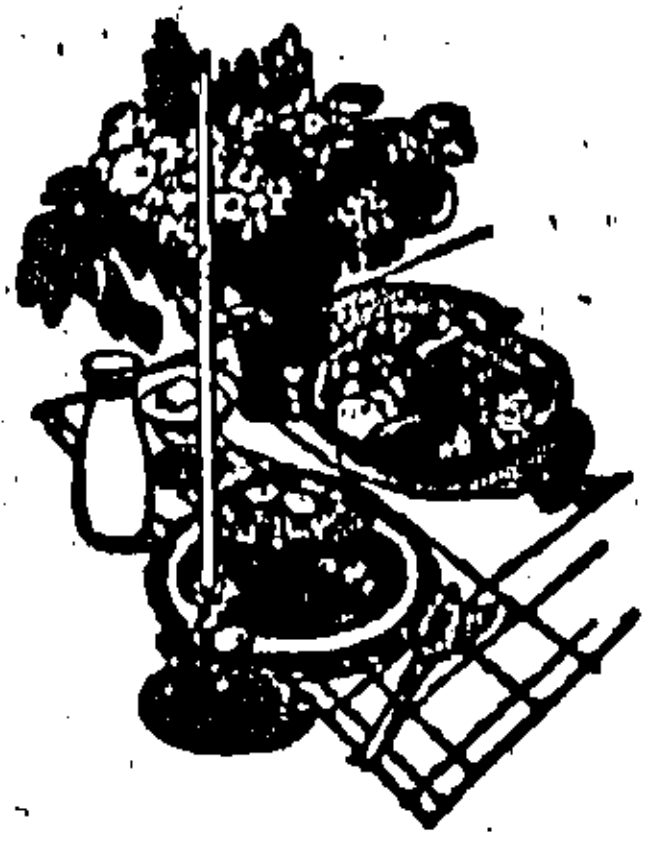
"Tie."—The term "top" hat has
now received Government appro-
val, "Lid" being considered vul-
gar.



FIRST WIFE:—How long
had you known your husband
before you were married?

SECOND DITTO:—I didn't
know him at all. I

Be sure that your food
is safe to eat

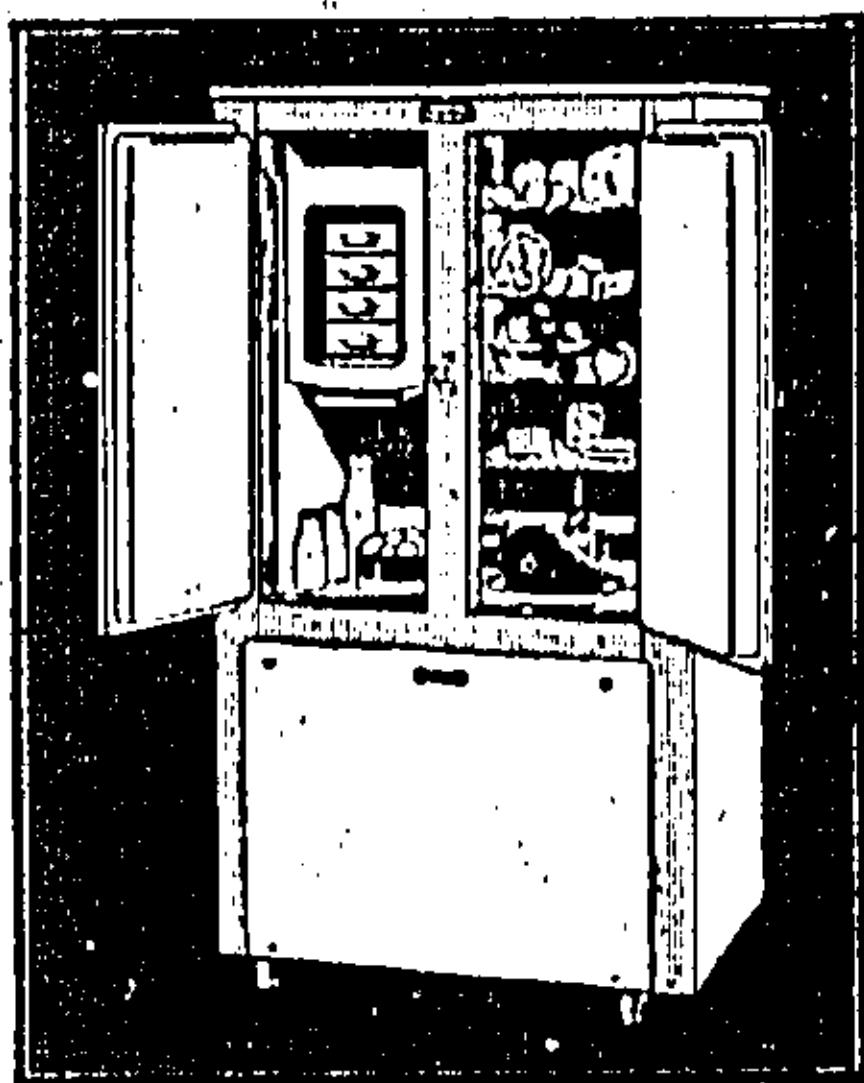


KEPT at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

But you can avoid all this—with Frigidaire!

This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition—fresh, pure, healthful—for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it

FRIGIDAIRE
PRODUCT OF GENERAL MOTORS



makes dainty frozen desserts whenever you want them—as often as you wish.

Frigidaire operates without attention. It's air-cooled—no water required, no plumbing necessary. It uses just ordinary electric current from a single connection. It's powerful, quiet, depend-

able—efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

We'd like to tell you more about Frigidaire for your home. If convenient, call at our show room to-day or at your first opportunity.

Sole Distributors for Hongkong and South China:—

DODWELL & CO., LTD.
QUEEN'S BUILDINGS.

ROBBERS CONVICTED.

COUNSEL FINDS HIMSELF
IN A DILEMMA.

There was a surprising turn in the Sessions trial of two men and a woman who were charged in connexion with a robbery at No. 10, Castle Road on January 31, this year, when a witness called by counsel defending one of the prisoners gave evidence incriminating him.

When the trial was commenced before the Puisne Judge (Mr. Justice Wood) earlier in the week, the prisoners were Ho San, Chung San, Cheung Fat-to and Wong Hoi (a woman), the men being charged with the robbery and the woman with being present and with aiding and abetting. Ho San pleaded guilty and was taken from the dock until the conclusion of the case, while the other three denied the charge.

Mr. Hin-shing Lo, who, instructed by Mr. J. M. Hall, defended Cheung Fat-to, yesterday called Ho San as a witness to say that Cheung Fat-to did not take part in the robbery but when Ho San entered the witness box he affirmed that Cheung Fat-to did take part.

Mr. Somerset Fitzroy prosecuted for the Crown.

Prisoner As Witness.

Ho San was called for the defence. He commenced his evidence by stating that the second prisoner, Chung San, did not take part in the robbery, and later said the prisoner did not know that certain ear-rings he took custody of were stolen. Witness stated that Cheung Fat-to did take part and held a gun. Witness proceeded to give evidence, in cross-examination by Mr. Fitzroy, with regard to Wong Hoi. He said that she was present at a meeting previous to the robbery and she was asked by the leader to open the door of the house. Witness added he did not hear whether she agreed to do so or not.

Mr. Lo was proceeding to cross-examine witness when his Lordship said that counsel could not cross-examine his own witness.

Mr. Lo explained he could do so because the witness had become hostile, but his Lordship held otherwise.

Mother Supports Son.

The last witness for the defence was Cheung Fat-to's mother, who affirmed that when the robbery was committed her son was ill at her house and did not go out of doors for ten days.

After a short retirement the jury returned verdicts of guilty against Ho San, Wong Hoi and Cheung Fat-to and not guilty in the case of Chung San.

His Lordship sentenced each of the two men to five years' imprisonment with hard labour, together with 12 strokes of the "Cat," while Wong Hoi was sentenced to three years' imprisonment with hard labour. Chung San was discharged.

COMPANY DIVIDEND.

UNION INSURANCE SOCIETY
OF CANTON, LTD.

Subject to audit the directors of the Union Insurance Society of Canton, Ltd., will recommend the payment of a final dividend of sixteen shillings per share for account of the year 1927.

They will further recommend an interim dividend of twenty-four shillings per share for account of the year 1928, and a Bonus of 20% on Contributory Premium.

LETTER GOLF.

To-day's puzzle is a disastrous one—RUIN to FIRE. Par is seven.

R	U	I	N
F	I	R	E

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

HONGKONG HOTEL ROOF GARDEN

The Steamship arrangements of
**The Banvard Musical Comedy
Company**

having necessitated their return to Hongkong en route
to Singapore, they will present a special

CABARET ENTERTAINMENT

in the course of

DINNER-DANCE

at the

HONGKONG HOTEL ROOF GARDEN

on

THURSDAY, the 2nd May.

The Cabaret Entertainment will be similar to that so successfully presented on the 8th April, but with a change of programme. Dancing will alternate with Cabaret items.

As accommodation is limited, and so many of our patrons could not be given tables on the previous occasion, you are requested to reserve your dinner table at once, please, to avoid disappointment.

Charge \$7 per head. Reservations: Hongkong Hotel only.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

THE ROMANCE OF HISTORY'S SUPREME DAREDEVIL!



**Douglas
Fairbanks**
as D'ARTAGNAN in
"The
IRON MASK"

DIRECTED BY
ALLAN DWAN

A Thousand thrills, a
thousand laughs, a
thousand gasps crowd
upon one another as the
most daring guardsman
of all France fights for
love and country during
the glorious times of "The
Three Musketeers"

THE
FURTHER
ADVENTURES
OF THE
THREE
MUSKETEERS

UNITED ARTISTS PICTURE

SHOWING AT THE

**QUEEN'S TO-MORROW TO
WEDNESDAY**

Increased Prices.

The Oldest Brand of
World Fame

1878
1928

Also Packed in
REGULAR
20's AND 50's

**The
Three Castles**
VIRGINIA CIGARETTES

This advertisement is issued by the J. W. & A. Co., Ltd. (China) Ltd. EA-256

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 391
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
485, 505

SITUATIONS WANTED.

WANTED.—Position as baby or wash amah. Apply to 501 The Peak. Phone Peak 180.

POSITION VACANT.

FILING CLERK AND OFFICE ASSISTANT (Chinese), for local American Firm. Application in own handwriting, state experience and salary required. No interview. Apply "Swallow" Candy Store (Employment Agencies Department), 90, Queen's Road East (Wanchai).

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanling (In On Lok Village). Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

PREMISES TO LET.

TO LET.—On the Peak 5 roomed furnished House. Rent \$175 inclusive. Write Box No. 506, care of "Hongkong Telegraph."

TO LET.—Part of House (3 rooms and Hall, Bathroom, Kitchen and part of basement) with furniture to let on the Peak. Rent \$100 inclusive. Available immediately. Write P. O. Box No. 67.

TO LET.—From 1st June, Office Rooms at Kynally Building. Apply Kynally and Co., 20, Queen's Road, Central.

APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95 to \$130, per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$14 per day. European management. Tel. K.357.

ARE YOU SICK? Why Continue To Suffer, Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

KWONG HANG & CO.

TEL. C.2785.
43, Des Voeux Road Central.
Government and Admiralty Coal Contractors.
HOUSE COAL.
Peak at \$23.00 per ton.
Upper Level \$22.00 "
Middle Level \$21.00 "
Central Office \$20.00 "
Kowloon \$17.00 "
The above prices include delivery charges to destination.

MASSAGE HALL

MRS. S. UZUNOXE
Expert Masseuse
27, Queen's Road C., 2nd floor.

New Advertisements

CHINA UNDERWRITERS LIMITED.

NOTICE OF REMOVAL.

On and from Monday, 29th April, 1929, our Offices will be removed to:

HONGKONG BANK BUILDING
(4TH FLOOR)

4a Des Voeux Road Central.
HERBERT R. STURT,
Manager.

Hongkong, 22nd April, 1929.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 27th April, 1929, commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 26th April, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc. will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meetings.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

DOUGLAS STEAMSHIP COMPANY LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices, P. & O. Building, on Monday, the 29th of April, 1929, at 11 a.m.

The Transfer Books of the Company will be closed from the 25th of April to 29th of April, both days inclusive.

DOUGLAS, LIPRAIK & CO.,
General Managers.

CHURCH NOTICES.

To-morrow the Fourth Sunday After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, April 28th, 1929, 4th Sunday after Easter. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Sunday, April 28th, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Hymns 377, 376, 374, 374. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Hymns 380, 385, 386, 649. The Collections will be on behalf of the London Mission. After the evening service the Fellowship Hour to which service men are invited.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Proportion After Death." The Sunday School is held on Sunday Mornings at 10 o'clock Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—
CREDIT FONCIER
D'EXTREME-ORIENT.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions from Rev. Mr. G. E. S. Updell to sell by Public Auction,

on MONDAY, the 29th April, 1929, commencing at 2.30 p.m. at No. 6 Queen's Gardens A Quantity of Valuable Household Furniture.

A Quantity of Blackwood Ware. (Catalogues will be issued.)

On View from Sunday, the 28th April, 1929.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On MONDAY, the 29th April, 1929, commencing at 11 a.m. at No. 52A, Nathan Road, Kowloon.
A Quantity of Valuable Household Furniture.

comprising:—
Chesterfield Couch, Chesterfield Chairs, Teak Dining Table, Teak Dining Chairs, Teak Sideboard, Teak Glass Cabinet, Teak Ice Chests, Brass Ornaments, Chinese Porcelain, Dinner Crockery, Glass Ware, Pictures, Curtains, Carpets, etc., etc.

Teak Bedstead, Teak Wardrobe with Glass Door, Teak and Marble Top Washstand, Teak Dressing Table, Teak Chest of Drawers, Tables, etc.

also
Few Pieces of Blackwood Ware. (Furniture by Lane, Crawford, Ltd.)

On View from Sunday, the 28th April, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from E. A. S. Hayward, Esq., O.B.E., to sell by Public Auction

on TUESDAY, the 30th April, 1929, commencing at 11 a.m. at No. 18, Macdonnell Road (Lower Flat).
A Quantity of Valuable Household Furniture.

comprising:—
Chesterfield Couch, Chesterfield Chairs, Large Armchairs, Teak Book Case, Teak Hat Stand, Teak Dining Table, Sideboard, Teak Bedstead, Teak Wardrobe with Bevelled Mirror Doors, Teak Dressing Table, Mahogany Chest of Drawers, Teak Book Stand, Folding Screen, Teak Ice Chest, Curtains, Ornaments, Hand Painted Dessert Set, Dinner Crockery, Glass Ware, Cooking Utensils, etc.

Also
Silver Salver, Silver-ware and cutglass.

And
1 Piano by "Bluthner."
1 Gramophone with Cabinet and Records.

On View from Monday, the 29th April, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, Apr. 23, 1929.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 6th May 1929, at 3 o'clock p.m. at their Sales Room, Duddell Street, Hongkong

The Steamship "DERWENT" (YUET CHOW) formerly known as Steamship "KAM NING" as she now lies off Yaumatei, Hongkong. Particulars.

Length 329' 1"
Breadth 36' 0"
Depth 25' 6"
Gross Tonnage 2410
Net Tonnage 1562
Average Sea Speed 11 1/2 Knots.

Hongkong Load Line Certificate expires December 1931.

For further Particulars and Inspection Orders, apply to the Undersigned:—

Terms:—As Customary.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY the 1st May, 1929, commencing at 2.30 p.m. at No. 292, The Peak, Gough Hill. A Quantity of Valuable Household Furniture

comprising:—
Chesterfield Couch, Chesterfield Chairs, Armchairs, Teak Card Table, Standard and Table Lamps, Teak Revolving Book Case, Teak Desk, Pictures, Engravings, Bronze and Brass Ornaments, Curio, Curtains, Carpets, etc., etc.
Teak Dining Table, Dining Chairs, Teak Sideboard, Dinner Wagon, Glass Cabinets, Silver and E. P. Ware, Cutlery, Glass Ware, Dinner Crockery, etc., etc.
Iron Bedsteads with Spring Mattresses, Teak Wardrobe, Teak Chest of Drawers, Teak Dressing Table, Tables, Marble Top Wash Stands, Toilet Sets, etc., etc.

also
White Refrigerator, Enamel Baths, Cooking Stove, Aluminium Kitchen Utensils

Plants in Pots, Palms and Ferns.

On View from Tuesday, the 30th April, 1929.

Terms:—Cash on Delivery.
Catalogues will be issued.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY, the 3rd May, 1929, commencing at 2.30 p.m. at No. 324, Kowloon Tong.

A Quantity of Valuable Household Furniture.

comprising:—
Carved Teak Sideboard with Bevelled Mirror, Extension Dining Table, Dining Chairs, Glass Cabinet, Fine Tinted Carpets, Pictures, Curtains, etc., etc.

Stained Teak Bedroom Suite—Double Bedstead, Dressing Tables with Bevelled Mirrors, Wardrobes with Bevelled Mirror Doors, Chest of Drawers, Bookcases, Box Couch, etc., etc.

One Victrola and Records
Fine Cut Crystal Glass, comprising:—Vases, Bowls, Decanters, Spirit Bottles, Jugs, Lamps, etc., etc.

A Selection of Fine Silverware also
A Choice Selection of Blackwood Ware—Joss Table, Silver Cabinet, Inlaid Couch, Standard and Table Lamps, Writing Desk, Tenpins, Chairs and Stands, etc.

A Quantity of Plants in Pots and One Kelpinator.

Terms:—Cash on Delivery.
Catalogues will be issued.

On View from Wednesday, the 1st May, 1929.

LAMMERT BROS.,
Auctioneers.

Theatre Royal

THREE FAREWELL PERFORMANCES
MONDAY, TUESDAY & WEDNESDAY,
April, 29th 30th and May 1st.

THE BANVARD MUSICAL COMEDY COMPANY.

BY GENERAL DESIRE
Monday, April 29th at 9.15.

"CLOWNS IN CLOVER"

Tuesday, April 30th at 9.15

"LIDO LADY"

Wednesday, May 1st at 9.15

"NEW REVUE"

POPULAR PRICES
\$5, \$2 and \$1.
BOOK AT MOUTRIES.
\$3 ONLY.

NOTICE.

HONGKONG AND KOWLOON WATER SUPPLY.

The quantity of water in the storage reservoirs has fallen so low that further restrictive measures are under consideration, and should an adequate rainfall not occur before the end of April, the water supply in Hongkong and Kowloon will be cut off daily between the hours of 6 p.m. and 6 a.m. from the 1st May.

The most rigid economy in the consumption of water is now essential, and the co-operation of the public in preventing waste is again earnestly requested.

HAROLD T. CREASY,
Water Authority.
Public Works Department,
Hongkong, 19th April, 1929.

CITY HALL

TUESDAY, 7th MAY 1929
9.15 p.m.

SONATA RECITAL

by
Local Composers

Mr. HARRY ORE (Piano.)
Capt. J. L. P. MACNAIR (Violin.)

assisted by
Mrs. WOMACK (Vocalist.)

Booking at Andersons.
Admission \$2.00

OBITUARY.

THE GRAND DUKE MICHAEL OF RUSSIA.

London, Apr. 26.

The death has occurred in London of the Grand Duke Michael of Russia.—Reuter.

COOK BY GAS



IT IS
BETTER
QUICKER
CLEANER
and
MORE ECONOMICAL

Inspect the latest Gas Cookers at our Showroom in Ice House Street. Ask for full particulars and demonstration.

HONGKONG & CHINA GAS CO., LTD.

West Point and Jordan Road, Kowloon.
Telephone C. 47.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so super-scribed.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—
(a) the radio rate on messages to Macao will be 10 cents per word, and
(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

Direct wireless communication has now been established between Hongkong and the Kiangsi Stations at Wuchow, Nanchang and Lanchow. The charge is \$0.20 per word. Messages will also be accepted for Kwei-Yang and Changsha by above routes—the charge being \$0.30 per word. No charge will be collected from the addressee for the delivery service.

Wedding cake for transmission by post to places outside the Colony must be securely packed in tin boxes.

The Hongkong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

It is hereby notified that on and after 15th March, the rates for radio telegrams from Hongkong to the undermentioned places in Kwangtung Province (except Canton) will be as follows:—

Kongmoon
Kochow
Toy Shan
Fakhoi, Swatow
Hoikow, Samsai
and Chungshan
direct \$0.20 per word.

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Fakhoi, Swatow, Hoikow, Samsai and Chungshan.

The Radio Letter Service to the Philippine Islands is now as follows:—
Manila City—\$0.10 per word
Luzon Island—\$0.15 per word
All other Islands—\$0.20 per word
It is hereby notified that messages will be accepted for transmission by wireless to Formosa at \$0.40 per word.

INWARD MAILS.

From	Per	Due.
Shanghai and Amoy		Liangchow April 27.
U.S.A., Canada, Japan and Shanghai		Pres. Jackson April 27.
Shanghai and Swatow		Shantung April 27.
Manila		Empress of Russia April 28.
Shanghai and Amoy		Pres. Pierce April 28.
Shanghai and Europe via Siberia		Ninghai April 29.
London 7th—10th April		Dessan April 29.
Australia and Manila		Tanda April 29.
Japan		Arafura May 4.
Japan and Shanghai		Athos II May 6.
Japan		Himalaya Maru May 7.
Canada, U.S.A., Japan and Shanghai		Emp. of Asia May 8.

OUTWARD MAILS.

For	Per	Date and Time.
Fort Bayard	Nam Ping	Sat., Apr. 27, 2.30 p.m.
Shanghai and Europe via Siberia	Yunnan	Sat., Apr. 27, 3.30 p.m.
Sam Shui and Wuchow	Ching On	Sat., Apr. 27, 4 p.m.
Manila	Pres. Jackson	Sat., Apr. 27, 4.30 p.m.
Saigon	Tai Fook Sing	Sat., Apr. 27, 4.30 p.m.
Amoy	Anhui	Sat., Apr. 27, 5 p.m.
Foochow	Luchow	Sat., Apr. 27, 5 p.m.
Hoikow, Pakhoi and Haiphong	Hupei	Sun., Apr. 28, 8.30 a.m.
Bangkok via Swatow	Kalgan	Sun., Apr. 28, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Apr. 28, 9 a.m.
Saigon	Golden Hind	Sun., Apr. 28, 9 a.m.
Swatow	Hydrangea	Mon., Apr. 29, 2.30 p.m.
*Japan, *Canada, *U.S.A., *Central and *South America and *Europe via Victoria B.C.	Pres. Pierce	Mon., Apr. 29.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B. C. 20th May.)	
Shanghai and Europe via Siberia	Pres. Pierce	Mon., Apr. 29.
	Registration	6 p.m.
	Letters	6 p.m.
Shanghai	Atsuta Maru	Tues., Apr. 30, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Apr. 30, Noon
Straits, Egypt and Europe via Marseilles	Menelaus	Tues., Apr. 30.
	K.P.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 31st May.)	
Amoy	Shantung	Tues., Apr. 30, 3.30 p.m.
Swatow	Yatahing	Tues., Apr. 30, 5 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C.	Emp. of Russia	Tues., Apr. 30.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Vancouver B. C. 18th May.)	
Shanghai and Europe via Siberia	Emp. of Russia	Tues., Apr. 30.
	Registration	5 p.m.
	Letters	6 p.m.
*Shanghai, *Japan, Honolulu, *San Francisco	Shinyo Maru	Tues., Apr. 30.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due San Francisco 24th May.)	
Sandakan	Mausang	Wed., Apr. 1, 1.30 p.m.
Swatow and Wei Hai Wei	Huichow	Thurs., May, 2, 8.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	Fri., Apr. 2, 1 p.m.
*Straits Ceylon India Mauritius East and South Africa Aden Egypt and Europe via Marseilles	Athos II	Sun., May 5.
	K. P. O.	
	Registration	10 a.m.
	Letters	1.00 p.m.
	G. P. O.	
	Registration	12.45 p.m.
	Letters	1.30 p.m.
	(Due Marseilles 8th June.)	
Swatow, Mombasa, Lourenco Marques and South Africa	Hakata Maru	May, 6, 8.30 a.m.
Amoy	Kutsang	Mon., May, 6, 5 p.m.
Japan, Australia (except places North of Brisbane) and New Zealand via Brisbane	Himalaya Maru	Wed., May 8.
	Registration	7th, 5 p.m.
	Letters	May 8, 8.30 a.m.
	(Due Brisbane 25th May.)	
Manila, Sandakan, Australia and New Zealand via Thursday Island	Arafura	Wed., May 8.
	Parcels	Noon
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Thursday Island 23rd May.)	
Manila	Emp. of Asia	Wed., May 8, 3.30 p.m.
	Correspondence bearing vessels name	May 8, 1912

DOLLAR DAY BARGAINS

EVERY DAY

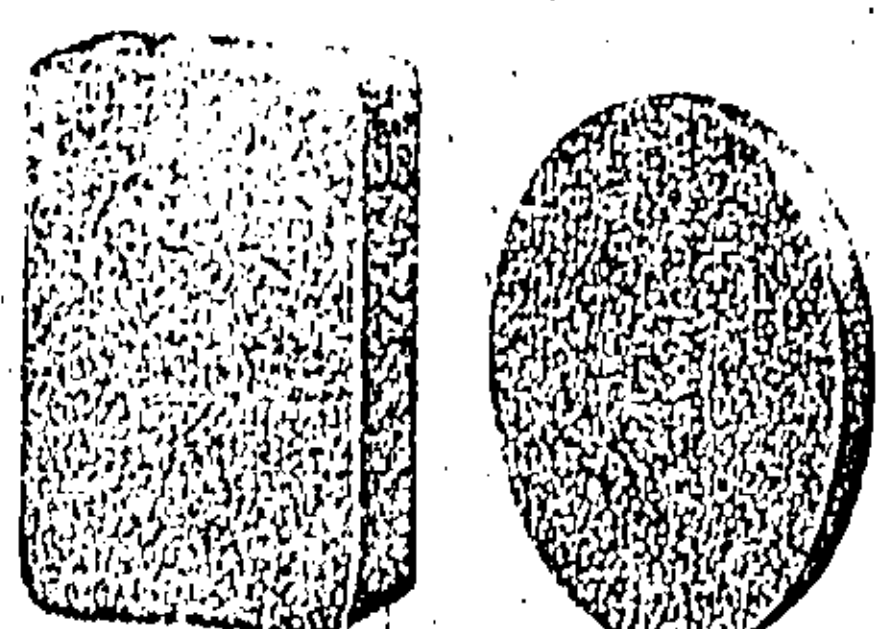
NEXT WEEK AT WHITEAWAYS

Monday April 29th to Saturday May 4th

NEW DOLLAR VALUES IN ALL DEPARTMENTS.



Men's Plain & Fancy Colored Socks.
Artificial Silk & Cotton.
\$1.00 pair.



Rubber Sponges.
Handy for Travelling, etc.
2 for \$1.00



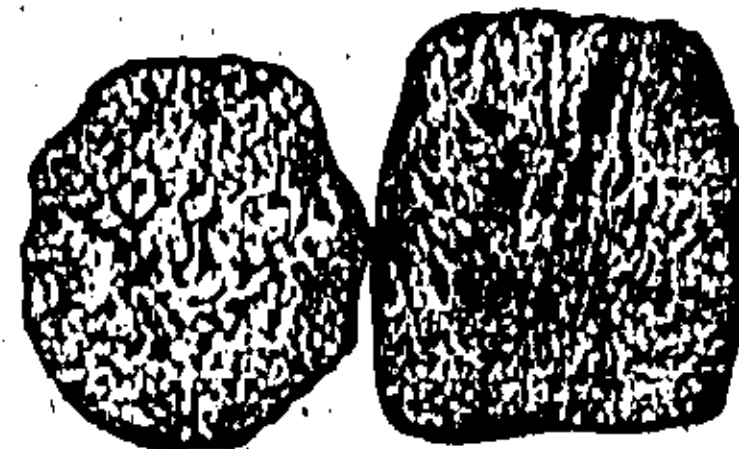
Self Filling Fountain Pens.
No Corroding Nibs.
\$1.00 each.



ONE OF WHITEAWAYS STANDARD VALUES
Bevel Edge Mirrors...
Metal Frame. Size 8 1/2 by 6 inches.
\$1.00 each.



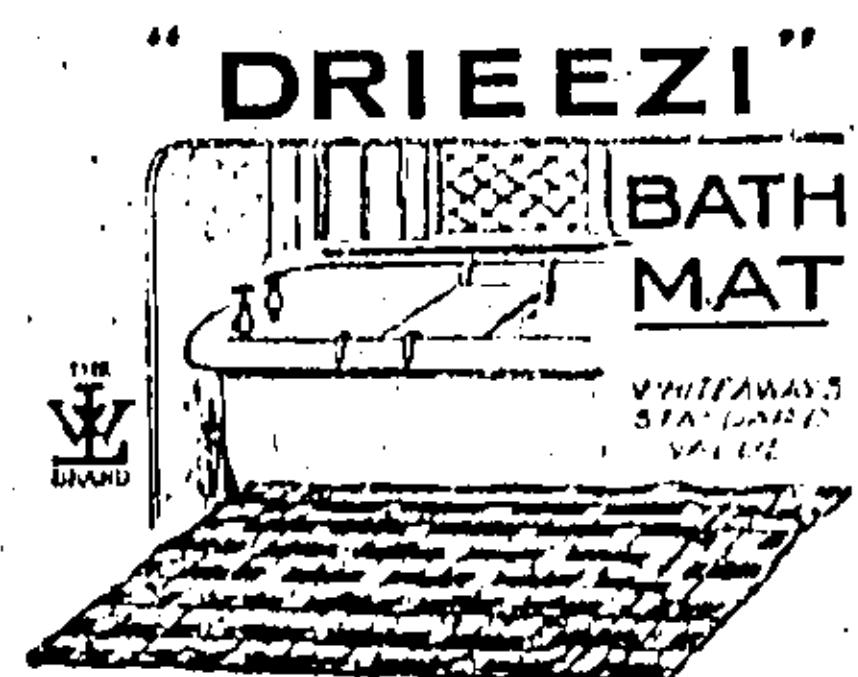
Fly Swatters for the home.
4 for \$1.00



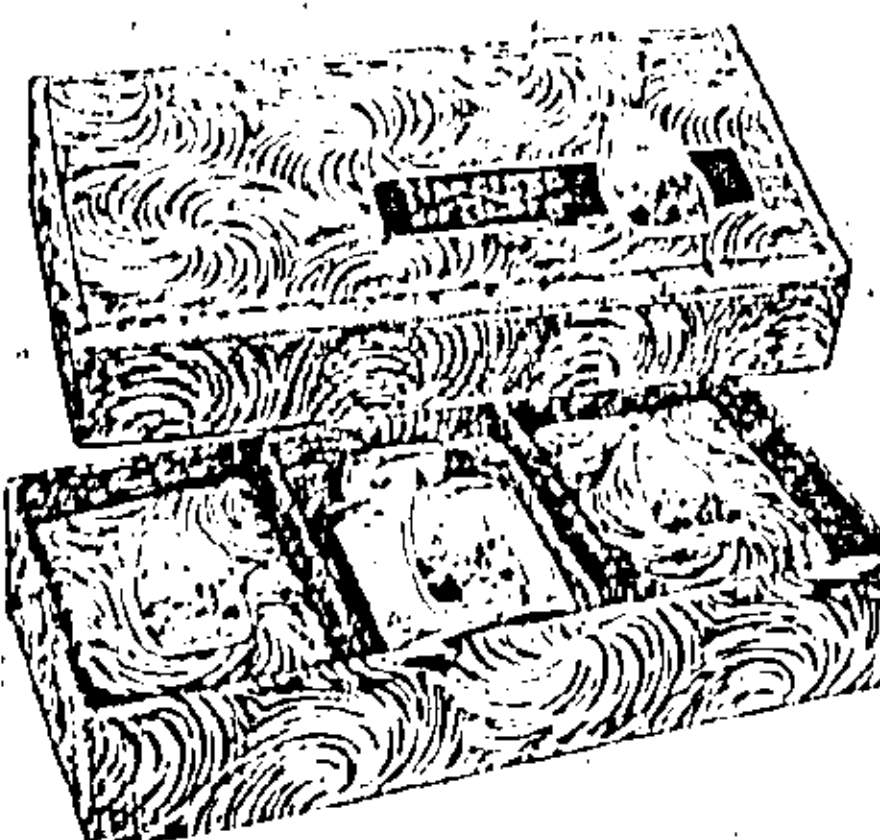
Florida Bath Sponges.
Good Size.
\$1.00 each.



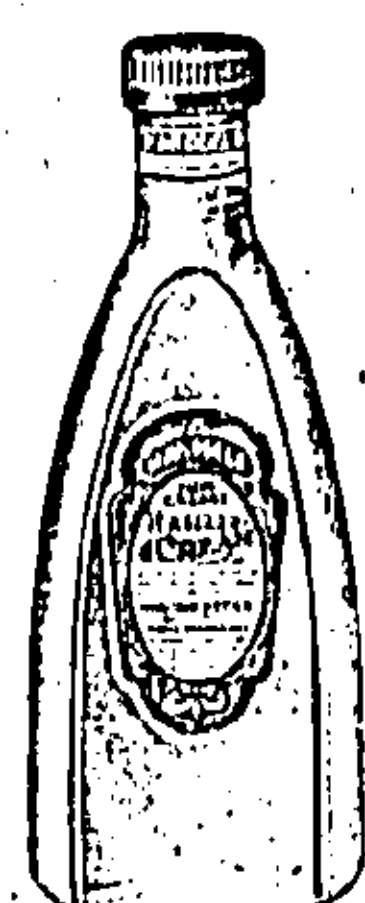
ONE OF WHITEAWAYS STANDARD VALUES
Ladies' Ribbed Cotton Vests.
All Sizes.
3 for \$1.00.



The "Drieezi" Bath Mat.
Wanted in every home.
\$1.00 each.



Toilet Soap and Perfume
Ass't. Perfumes.
\$1.00 box.



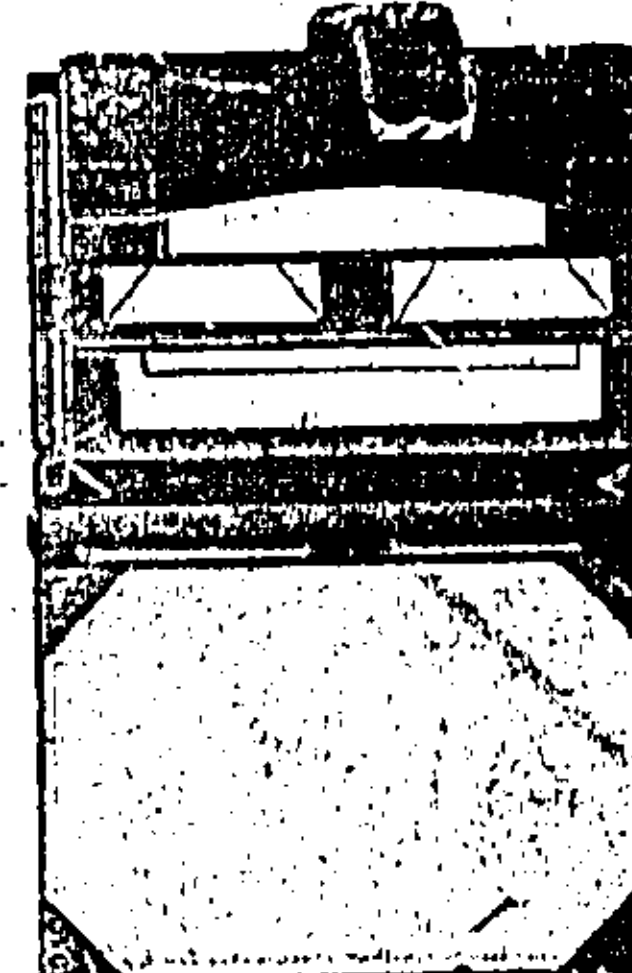
Marcello's Crystallised Hair Cream.
\$1.00 for 2 bottles.



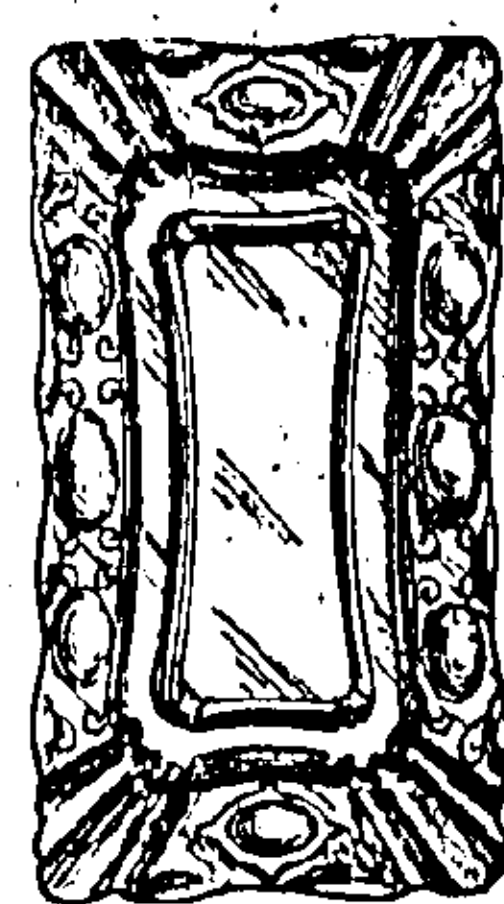
Assorted Shaving Soaps.
Different Makes.
3 for \$1.00



Men's Cotton Sleeveless Vests.
No Buttons. All Sizes.
\$1.00 each.



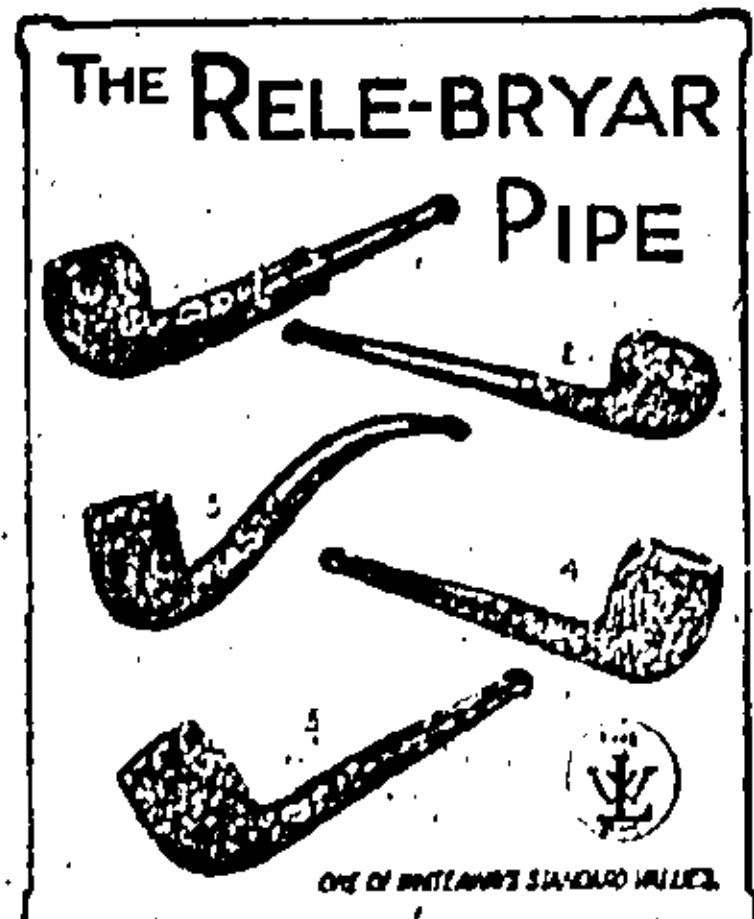
Leatherette Writing Cases.
Various Colors.
\$1.00 each.



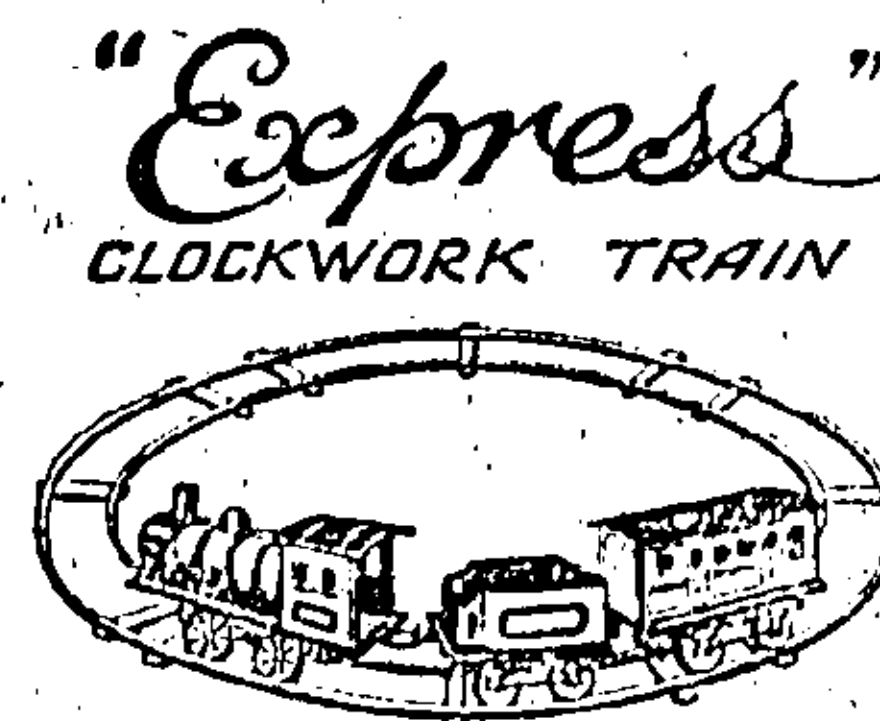
Bronze Ash or Pin Trays.
Size 9 by 5 inches
4 for \$1.00.



Glass Tray with Sugar Basin and Milk Jug.
\$1.00 set.



Briar Pipes.
Assorted Styles and Shapes.
\$1.00 each.



One of WHITEAWAYS STANDARD VALUES.
The Express Clockwork Train.
Complete with Rails.
\$1.00 each.



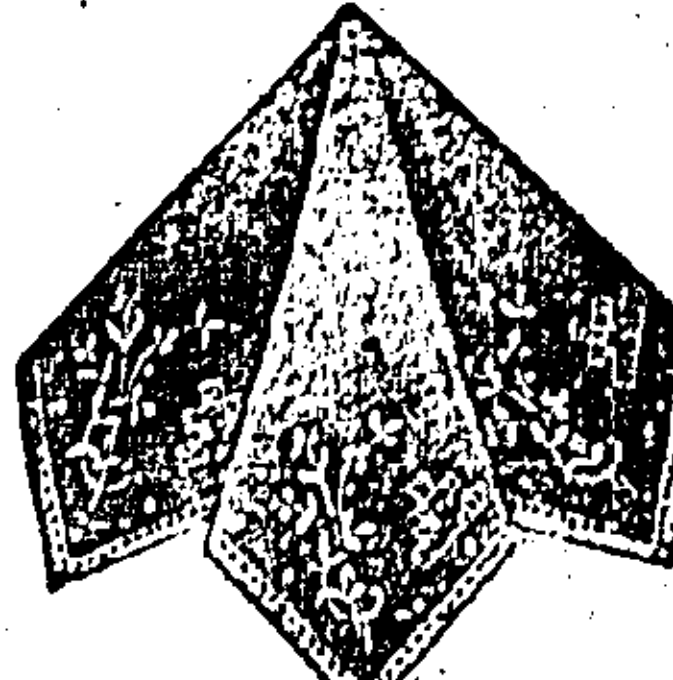
Ladies' Hair Brushes.
Good Bristles.
\$1.00 each



ONE OF WHITEAWAYS STANDARD VALUES
Household Cotton Wool.
Always Useful.
2 Rolls for \$1.00



Children's Colored Cotton Rompers.
\$1.00 each.



Sun Glasses.
Reliable Makes.
\$1.00 pair.



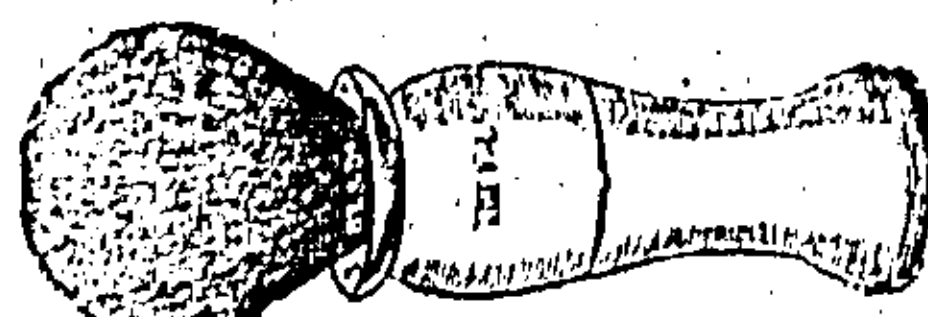
The Pointer Pencil.
Complete with refills.
\$1.00 for 2.



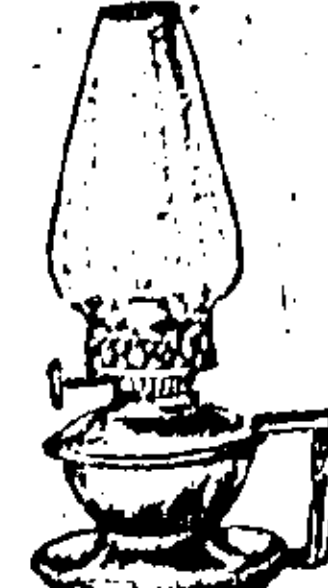
Beautiful Assortment of Cretonnes.
\$1.00 yard.



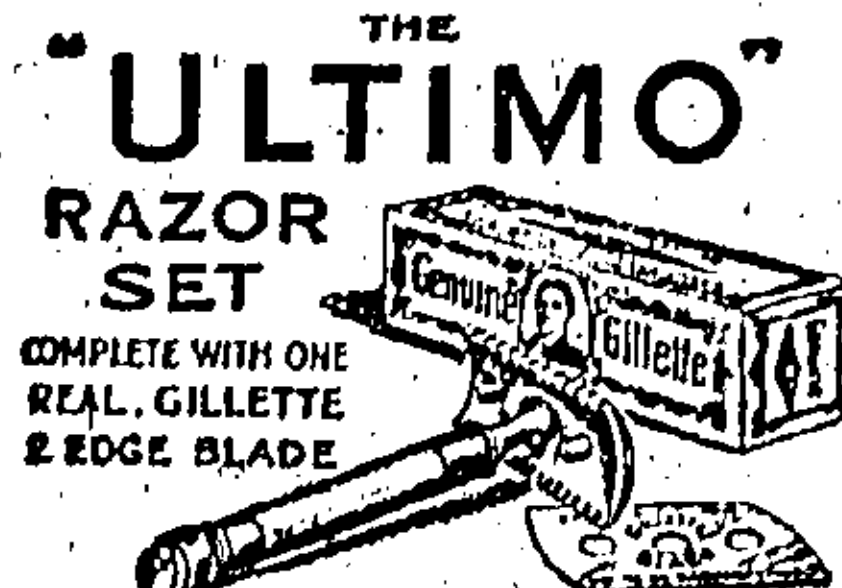
Men's Military Hair Brushes.
Good Bristles.
\$1.00 each.



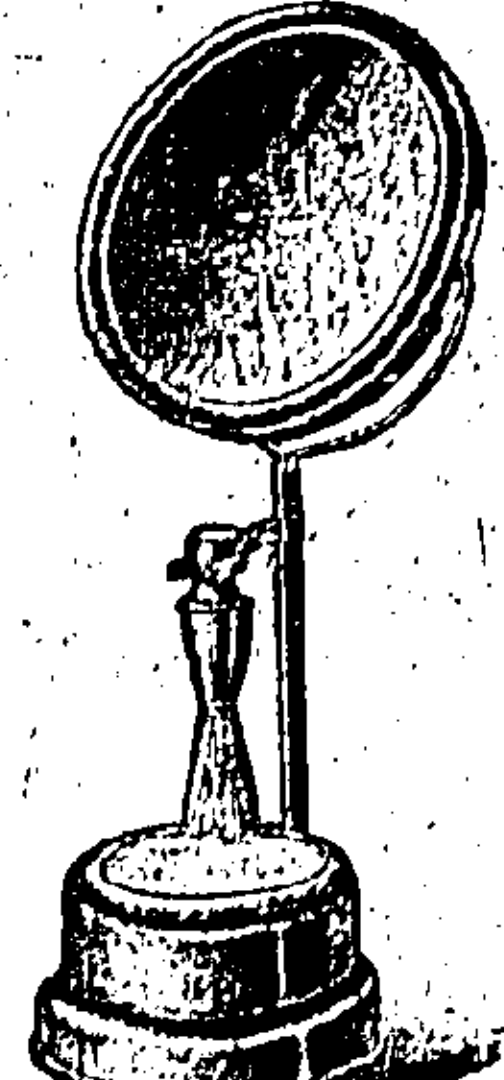
Men's Shaving Brushes.
Bristles will not come out.
\$1.00 each.



Kitchen & Pantry Lamps.
very handy for night lights.
\$1.00 each.



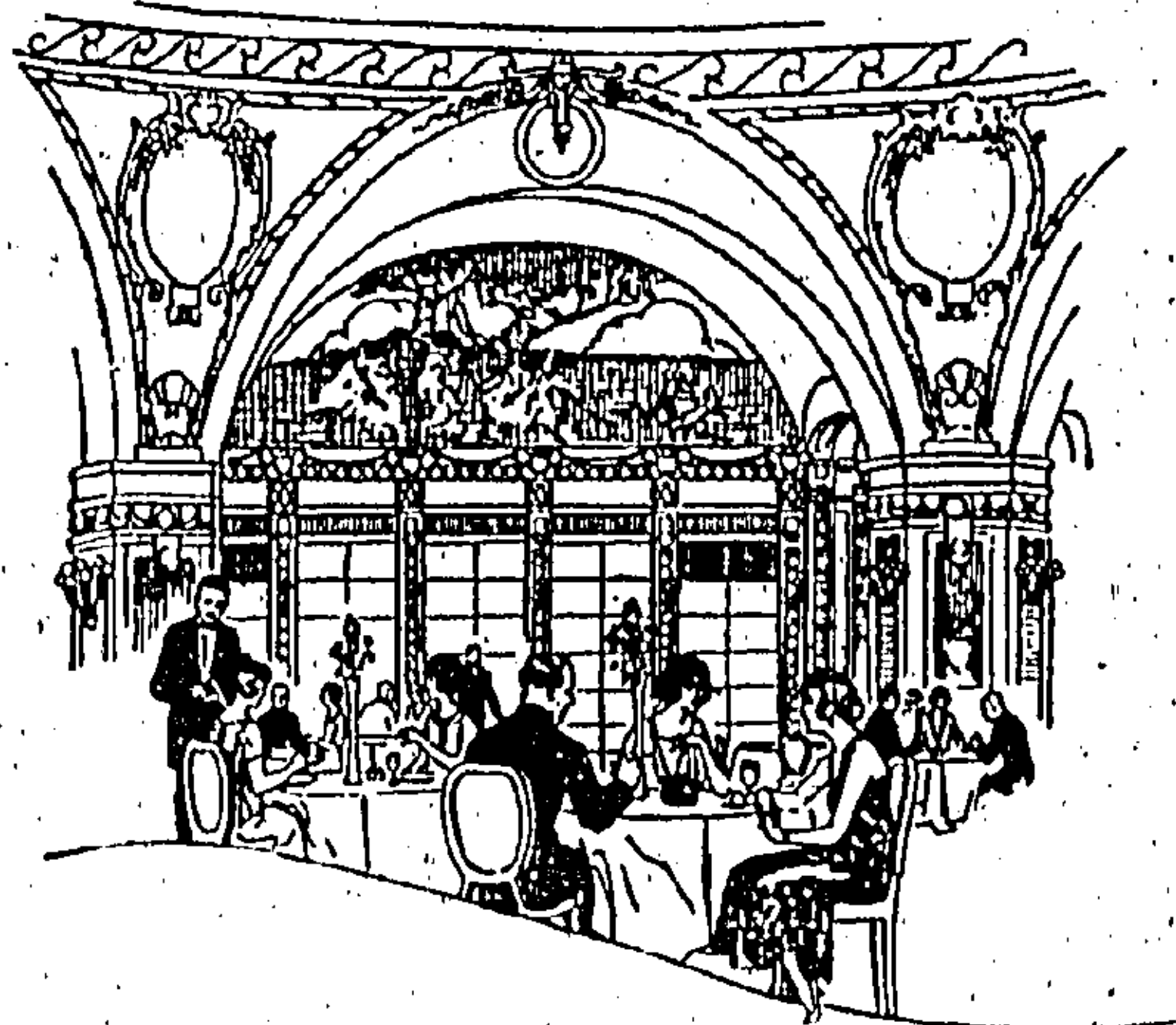
The "Ultimo" Safety Razor.
A Genuine Gillette, Complete with Blade.
\$1.00 for 3.



Shaving Stand Complete with Bowl, Mirror and Brush.
\$1.00 each.

NEW VALUES CONSTANTLY BEING ADDED TO THE LIST.
WHITEAWAY, LAIDLAW & CO., LTD., HONGKONG.

ARTS & CRAFTS SHANGHAI.



SUBMIT DESIGNS AND ESTIMATES FOR THE
FURNISHING and DECORATING

OF

HOTELS, THEATRES, CAFES
AND OTHER PUBLIC BUILDINGS

ARTS & CRAFTS, LTD.

(Opposite the Racecourse)

SHANGHAI.

COOK'S

AND

WAGONS-LITS

WORLD TRAVEL SERVICE

TRAVEL
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MR. LLOYD GEORGE ON HIS PLEDGE.

THE SOCIALIST JUMBLE
SALE.

BALDWIN'S POLICY.

London, Mar. 27.

Mr. Lloyd George last night delivered his much heralded speech explaining the scheme by which, with a wave of the hand, he is to remove all the economic difficulties now besetting the country, before a crowded Albert Hall meeting the speech being relayed to other meetings in thirteen towns in the provinces. It was estimated that 60,000 people heard the speech.

Mr. Lloyd George has lost his fire. A few years ago, preaching to the converted, as he did last night, he would have delivered a thrilling speech, sparkling with wit and full of cunning and subtlety. His speech last night struck one as being half-hearted. Rarely did he appear really to be convinced of his own words.

For his opponents he had such rallery as his reference to the Conservative Government as "a Government of missing links," and his comparison of Mr. Churchill to the penitent thief.

For his supporters he had the assurance that, if the Liberal Party were not returned to power, they would at least be in a position to compel the acceptance of his scheme. The possibility of a coalition with another Party to put the scheme forward was not heartily received.

Mr. Lloyd George also appeared in the role of a pacifist. "One hundred and seventeen millions are to be spent on the mechanism of human slaughter in a year," he told his horrified audience.

The Marquess of Reading presided.

Mr. Lloyd George, who was heartily greeted, remarked: About three weeks ago, on behalf of the Liberal Party, I gave a pledge in reference to unemployment. After reading all the criticisms that have been directed against that pledge, and specially after reading the names of those who tendered those criticisms—(Laughter)—I stand here to-night by that declaration with renewed conviction. (Cheers.)

To-day that undertaking means more than it did three weeks ago. Then it looked to some quite honest doubters as if the Liberal Party were giving a pledge that it would not be in their position to honour, and that, therefore, we could give it lightly. But things have happened since then. (Cheers.) One thing I have no doubt about—we shall be in a position to compel its fulfilment. (Cheers.)

General Election "Sales"

I propose to deal with a few of the criticisms which have been directed against this speech. Mr. Lloyd George continued. The first is that it is a pure electioneering stunt. The Tory Party and the Socialist Party are both above that. (Laughter.) Let me assure you it is not electioneering; but business. We have been working for years. It is not my plan, it is a plan of a considerable number of the ablest men, not merely of the Liberal Party, but in this great realm.

If it were merely an electioneering stunt there is a good deal to be said for saying that we launched it too soon. They say so. It is one of the Government's criticisms. They are going to keep their right to the eve of the election. We, on the other hand, are anxious to challenge examination. We know that the more it was examined the better would it appear. But the Tory programme is to be launched, and there is to be no time for criticism.

They are very wise. The parcel is tucked up neatly, sealed, but it is only to be opened on the eve of the poll. Methods of salesmanship must depend on the quality of the goods. (Laughter and cheers.) If you have good stuff the longer it is looked at the more it is inspected, the more it will appeal to the customers, and the better price you will get for it. But if the stuff you are going to sell is tawdry, flimsy, the best thing you can do is to keep it for the sales. (Laughter.) Customers then will be so pleased that people will snatch at it. (Laughter.)

"Tower of Babel Broadcast"

But, if you look at the position of the Government, Mr. Lloyd George went on, you will realise how little attention they have given to one of the gravest economic and social perils of the day. They don't know what to do. They have tried as a remedy for unemployment, subsidising the brewers, and the landlords, and grant millionaires trusts. Mr. Baldwin says, "I will promise nothing. If I promised anything it would ruin my reputation." (Laughter.) Promises on his part would not alter his reputation: fulfilment would shatter it.

Some say "Let us have a tariff," but others say, "No, there is Lancashire." Some say, "Take something off beer," other say, "No,

Be At Your Best.

Everything is against the man who is habitually constipated. He awakes in the morning feeling dull, despondent, morose. He cannot think clearly or concentrate on the day's business because his brain is befuddled. He is subject to bilious attacks, headaches, flatulence, has a bad taste in the mouth, and unpleasant breath.

Such handicaps cease to exist when Pinkettes are adopted as one's laxative medicine. Pinkettes gently but surely dispel constipation and restore daily regularity. They aid the liver and digestion, banish biliousness and sick headaches, clear the skin, purify the breath. Of chemists everywhere, price 60 cents per vial.

Others say "Take it off motors." Some say "Reconstruct the Government, and take away the men who are no good." There would be nothing left. (Cheers.) Mr. Baldwin is very wise in not attempting that. Everybody is shouting, some asking for orders, some suggesting orders, and nobody giving orders: complete confusion. Listen to it, it is exactly as if you were listening to a broadcast from the Tower of Babel.

There is one very interesting suggestion in a very vivacious paper, an appeal in despair that Mr. Churchill should do something. The suggestion is that Mr. Churchill should undertake a great road reconstruction policy. He is the man who robbed the Road Fund of 30 million, and is taking 4½ million in addition, but this paper says that this makes no difference. He can repent his depredations, and if he does repent at the last moment, then, like the penitent thief, he will reach Paradise. That is the position as far as what they call the electioneering stunt is concerned.

There is plenty of work, Mr. Lloyd George maintained, necessary work essential work, work which sooner or later must be done, and sooner or later will be done. The only question now is whether that work should be done now, when there are a million men out of work, or whether you should put it off until the moment when workers will be scarce. Let us take the work which we suggest.

The reconstruction of the road system of this country to meet the demands of a new traffic—is not that necessary?

Then take housing. I understand the Government are going to launch a great scheme for dealing with the slums. I say, and I do not believe that any man who has studied the problem can challenge what I say, that unless you improve the communications, no effort to repair the slums will have the slightest effect, because the problem of overcrowding. (Cheers.) You must relieve the pressure of the population; relieve the congestion. Their policy is to titivate the slums. You must tackle a big proposition in a big way. That is what we propose to do.

We have undertaken that in our plans there will be no increase in burden of taxation.

Our proposition is a two-fold proposition. We propose not merely an increase in productive expenditure, we also propose as a corollary, and an essential one, a reduction in non-productive expenditure.

All you want is men who know their job—(Cheers)—and men to put it through. The trouble is that these men—the Government—have never understood it. They do not seem to me to have any comprehension of its gravity. I cannot imagine their being so lethargic about it if they had.

Complacent, self-satisfied posing as the men who saved Britain from the menace of a letter (Laughter). Why, they rescued us from the deluge, and Mr. Baldwin have been giving himself ever since the time of Noah—(Laughter)—saved humanity from the flood by his foresight and constructive ability. (Laughter.)

"Let the nation take it in hand next May (remarked Mr. Lloyd George, in conclusion) and then you will bring a harvest of prosperity, of contentment, of confidence, and of joy throughout the land." (Loud cheers.)

An overflow meeting was held in the Kingsway Hall, where the audience listened to Mr. Lloyd George's speech, which was relayed. Later in the evening Mr. Lloyd George arrived and made a short speech.

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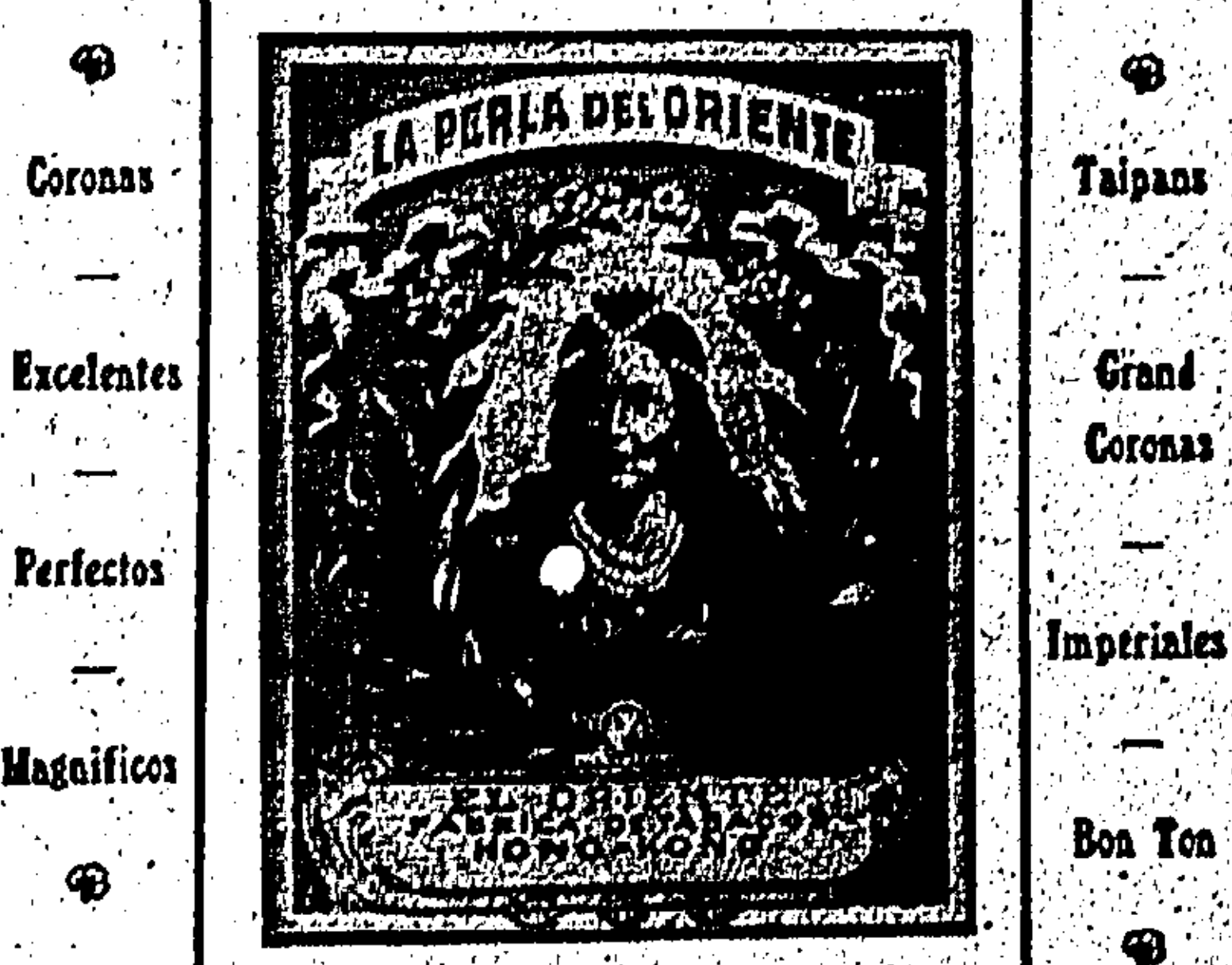
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COUNTS MURDER MYSTERY.

POLICE TAKE TO QUEER THEORIES.

Berlin, Mar. 20.
Silesia has been greatly stirred by the murder of Count Stolberg of Wernigerode and the arrest of his eldest son, Christian.
Some two years ago the count and countess moved out of their castle to save cost of upkeep.
While the count and countess, their eldest daughter (the Countess Antonie), two young daughters and their two maidservants resided in the bailliff's house, the eldest son also took meals with the family, but he slept in the castle.
Count Stolberg's estate is one of the largest in Silesia still in the hands of a single owner, but it is heavily mortgaged and taxed.

Elders' Story.
Of what happened on Monday night the local policeman says:—
"I was awakened at 11 o'clock by someone tapping at my window.
"On looking out I saw two women, who told me that there were burglars in the castle, and they had nearly strangled the young count."

"I dressed quickly and in a few minutes I was in the room where Count Christian was lying, apparently unable to say a word.
"I went to the bailliff's house and met the countess and her daughter coming out of the door, so I told them to go to Count Christian."

The policeman then went to the room where the count lay, shot dead.

Count Christian says: "Shortly before 11 I got up to go to my room in the castle, but went to the bathroom on my way.
"As I was coming out of the door something pressed against me, a hand attempted to strangle me, and it seemed as if some narcotic was held under my nose.
"I lost consciousness, and when I came to myself I was lying in the park.
The authorities cannot understand that nobody in the house heard the gun."

Only the Countess Antonie, whose room is above her father's study, stated that she heard a heavy crash, and at once rushed to the window and called for help.
Doctors examined Count Christian, but found no mark on his throat and no sign of his having been under the influence of a narcotic.

There is not a scrap of evidence that the count and his eldest son were on bad terms, or that they quarrelled after the countess had gone to bed.
It is only surmised that some members of the family may have believed that their impoverished situation would be improved if the head of the house were dead, and some of the property could be sold.

ORGANS OF DEAD BODIES RESUSCITATED.

RUSSIAN SCIENTIST'S CLAIM.

Moscow, Mar. 12.
Great interest is being manifested in Soviet scientific circles in the work of Professor Andreiev and Kulobko, and others, whose experiments are based on the theory that death is not an instantaneous phenomenon, but a gradual process, and who claim to have succeeded in bringing back to life individual organs of dead bodies of men and animals.

Professor Kulobko claims to have resuscitated the heart of a man several days after his death, while at a public lecture Professor Andreiev demonstrated with the heart of a dog, which functioned apart from the rest of the body many hours after the death of the dog. Professor Andreiev maintains that real death occurs only after life has departed from the cells of the nerve system and heart, and that the organism can therefore be revived unless death causes complete disintegration in the structure of the organism. As long as the blood circulation can be restored resuscitation, he declares, is possible.—*Reuter.*

WOMAN'S WORLD FOR OUR LADY READERS.

Inexpensive Lotions.

(By a Beauty Expert.)

There are beauty lotions of every description on the market, most of them very effective, but, alas, making a serious drain on the pocket of the business girl who must necessarily keep up an appearance.

In this little article I am giving several recipes which are equal in value to the higher priced commodity and yet cost only a few pence to make at home.

A mixture of equal parts of elderflower water and rosewater makes a satisfactory astringent for application after creaming the face. Add a few spots of oil of verbena or any fragrant scent and the lotion will be very pleasant to use.

Hot rosewater is splendid for a skin inclined to droop, and sag. The best way to make it hot is to soak a swab of cotton wool generously in rosewater until it is saturated, then put it in a cup and heat it in the oven. After the nightly cleansing go over the face neck and arms with the pad and allow the mixture to dry on. One famous beauty attributes her marvellous complexion to this simple habit.

A simple lotion to whiten the skin consists of a thoroughly well-beaten white of an egg mixed with 2 ozs. of elderflower water, and a teaspoonful of powdered borax. The latter must be dissolved in a little warm water before being added to the other ingredients. Soak a pad of cotton wool or lint in the lotion and clean the face with it whenever it is necessary to renew the powder.

Though so simple it is a wonderfully softening agent, and its regular use will prevent wrinkles, enlarged pores, and other complexion troubles.

This is a good lotion for the dry skin with a tendency to line easily. One tablespoonful each of glycerine, honey, and strained lemon juice. But it into an eight ounce bottle and fill up with rosewater. Shake before using. Soak a piece of wool in the lotion and use it to cleanse the face, or as a foundation for powder. It is particularly kind to the middle-aged woman whose skin needs a lotion that does not draw out the lubricating oils. It is a lotion that cleanses, stimulates, and feeds the skin at the same time.



The one-sided cape effect, in exploited on some of the new evening frocks. Here is one in black spot net, beautifully draped, and finished with a bow on the left hip and a deep cape over the right shoulder.



Here are two delightful expressions of the season's vogue. The first comprises a frock of stone-colour jersey, strapped with blue and stone-colour tweed, a long coat and a smart little hat of the tweed, the latter lined and trimmed with stone-colour crepe de chine. The second model effectively combines mushroom colour tweed with Milanese silk in the same tone, the tweed forming pleated skirt, long coat, and bands on the silk jumper.

Matters of Interest. Beauty for the Eyes.

A NEW SHAWL WRAP.

One of the newest evening shawls combines several shades of pink and palest dove grey with startling effect. Pink satin, shading from pale rose to a deep cyclamen shade, is cut in the form of an elongated leaf and joined by an insertion of grey georgette. The georgette is also used to make a wide border.

Quaint Initials.
Most women realise the importance of having their initials on their bags, and Paris has devised some attractive letterings for this purpose. The newest design is in the form of a large capital letter with an outline of silver, and in the centre is a minute initial signifying the christian and surname of its owner. Another attractive lettering of a more elaborate design is carried out in marcasite, the two letters of equal size fitting into a border, also of marcasite.

New Evening Caps.
Many leaders of fashion are persistently trying to encourage the wearing of caps for evening, and some dainty affairs have been evolved by the leading milliners. One attractive model designed to fit closely to the head is made of fine gold thread knitted in a simple design and embroidered with a floral design of gold and silver threads. Another cap is of very fine string in a lace design with motifs of pale green straw cleverly worked in a leaf pattern.

Health Fashions in Shoes.
Shoe manufacturers are busily engaged in the production of a new type of "health" shoe for women's summer wear in which suggestions by medical authorities for hygienic improvements have been incorporated. Models of the new shoes have been shown to the trade, and will shortly appear in the shops. A feature of the new footwear is a revival of white buckskin shoes with light trimmings of black patent or tan willow, with a leather sole suitable for town wear.

(By Lady Nelsh.)

When you wash your eyes use an eye cup. Be extravagant. Buy one for each eye. This will not ruin you, and it will be worth it, because if in trouble one eye can infect the other far more easily than you realise.

Throw your head back so as to let the boracic, salt, or plain water get right inside your eye. This, a cool and delicious treatment, will become a habit you cannot resist.
For that dull ache from overwork—or overplay, when the sports season is on—dip some tiny pads of cotton wool in hot boracic water, close your eyes, lay them on, and relax the muscles round your eyes.

Do not forget this relaxing exercise. It will not only soothe your eyes but your mind, and what helps your mind will help eyes, since body and mind are greatly dependent on one another—far more than you probably realise.

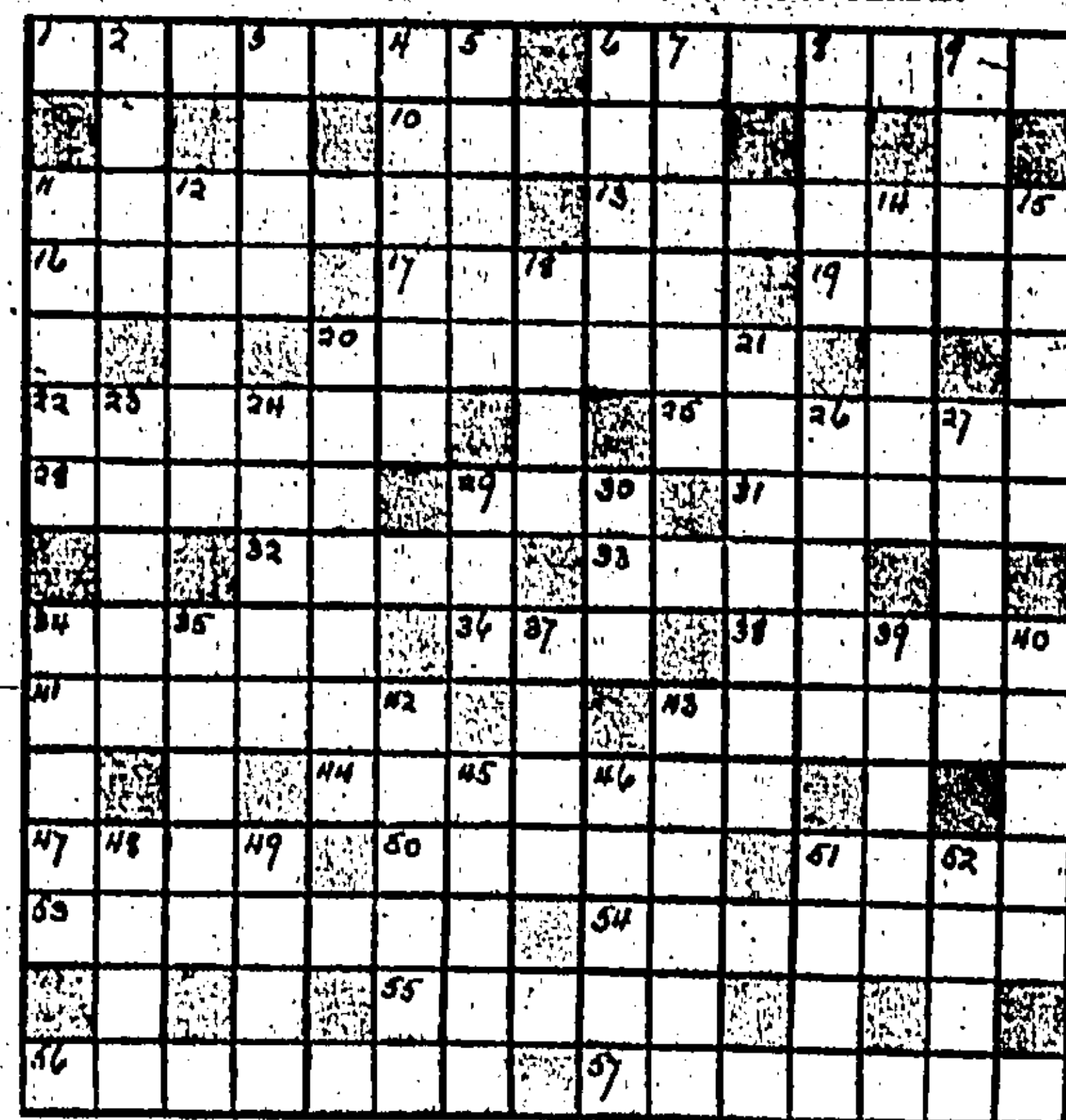
Striking Evening Gown.

A striking evening gown suitable for receptions is composed of black moire, printed with tiny gold flowers, and allied with fine beige lace. The gown is cut to mould the figure, and the hem line droops in points at either side. An insertion of the lace is let into the skirt, and the "v" neckline is similarly treated. A novel scarf trimming falls from the base of the neck line at the back, from a large onyx and diamond ring.

Black and Gold Necklaces.

Oval plaques of painted wood make effective necklaces for sports wear. The plaques are arranged in three overlapping tiers, and the top tier consists of black plaques, with gold and silver forming the second and third rows, while the trinket fastens with a gold and silver clasp with a painted design in black.

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Across.

- 1 Kind of chemist.
- 6 Equilibrium.
- 10 Large duck.
- 11 Mendel.
- 13 Puzzles.
- 16 Small growth near the eye.
- 17 Essential to sailing vessels.
- 19 Worn round the waist.
- 20 Fraudulent bookmaker.
- 22 Cast sly looks.
- 25 Used in sewing.
- 28 Agencies.
- 29 Fanciful.
- 31 Founded.
- 32 Sticky substance.
- 33 Bellow.
- 34 Fearful.
- 36 Gleam.
- 38 Annoy.
- 41 One who studies.
- 43 Make red.
- 44 Fondles closely.
- 47 Worn on the foot.
- 50 Dusk.
- 51 A man of valour.
- 52 Agony.
- 54 Represents an emperor.
- 55 Margins.
- 56 Feasts.
- 57 Go back.

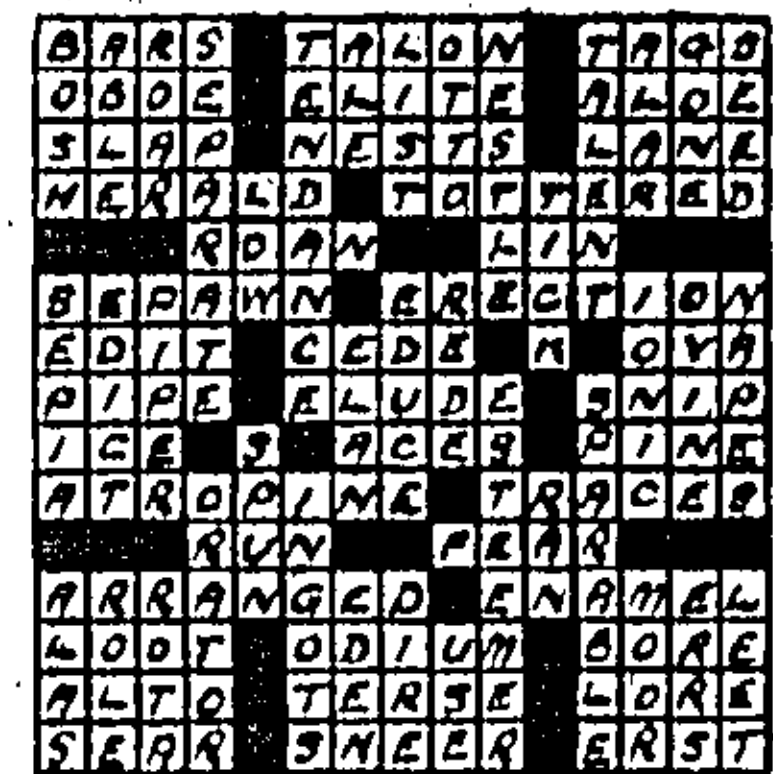
Down.

- 2 Tidy.
- 3 The plio.
- 4 Appeared.
- 5 Pertaining to tides.
- 6 Situation.
- 7 Ascended.
- 8 Helps.
- 9 Queues.
- 11 Sacred song.

12 Typewritten.

- 14 Disembarks.
- 15 Threw (colloq.).
- 18 Fly with haste.
- 20 Pertaining to a world.
- 21 Blunts.
- 23 Weir.
- 24 Shift.
- 26 Possessing ears.
- 27 Let.
- 29 Over.
- 30 Not moist.
- 34 Believe.
- 35 Military officer.
- 37 Contralto.
- 39 Venomous snake.
- 40 Perceive with pleasure.
- 42 Remorse.
- 43 A surrender (law).
- 45 Sleight.
- 46 One tenderly attached.
- 48 Elevated.
- 49 Famous volcano.
- 51 Successor by law.
- 52 Roster.

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1.48 p.m. Weather report.
5.30-6.30 p.m. Programme of Chinese Music, (Boku records supplied through the courtesy of Messrs. The Canton Trading Association, Ltd.).
7.48 p.m. Evening weather report.
8 p.m. Evening programme, (Victor records supplied through the courtesy of Messrs. S. Moutrie and Co.).
"Introduction and Fugue," (Liszt), Organ Solo, Ferman German.
"Chorus of Gypsies,"
"Chorus of Madonnas,"
(from "La Traviata"), Metropolitan Opera Chorus.
"Your Song from Paradise,"
"Zambouanga,"
Baritone, Reinald Werremrath.
Gems from "Blackbirds of 1928,"
"St. Louis Blues,"
Warren Mills and His Blue Serenaders.
Dance Music.
8.45 p.m.
"Suite No. 2, in B Minor,"
(Bach) Overture,
Chicago Symphony Orchestra.
"Drinking Song—It is better to laugh,"
"Alleluia," (Mozart),
Contralto, Sigrid Onegin.
Dance Music.
10.10 p.m. News bulletin.
"Tear Me, Norma," Duet,
"Forza del Destino,"
(Verdi) Overture,
Victor Symphony Orchestra.
Tremble, Ye Tyrants, (Verdi),
"Thy Lips Like Crimson Berries,"
(Mascagni),
Tenor, Giovanni Martinelli.
10.30 p.m. Close down.

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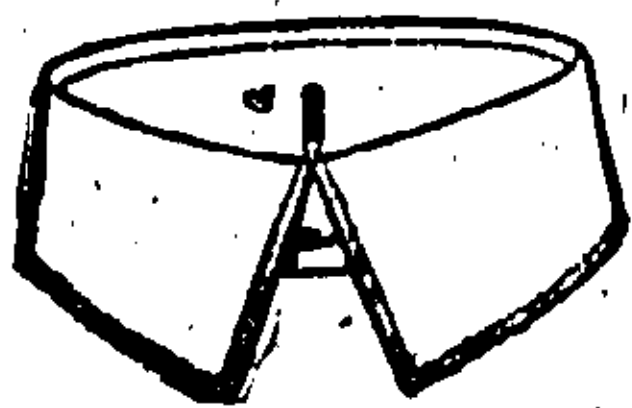
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The
Hongkong Telegraph.

SATURDAY APRIL 27, 1929

THE EMBARGO ENDS.

The decision of the Diplomatic Body in Peking to cancel the Arms Embargo Agreement, under which the Powers undertook to restrain their nationals from dealing in arms to China, does not create any surprise. Such a step has for some time been expected. Indeed, it follows as a natural corollary the recognition of the Nanking Government by the nations having Treaty relations with China. It will be recalled that the Agreement was expressly limited, in its duration, "until the establishment of a Government whose authority is recognised by the whole country." In the view of the Diplomatic Body, the Nanking Government now deserves that description; hence the termination of the embargo. It might, of course, be argued that Kwangsi Province is, at the moment, at variance with Nanking, but it must be remembered in this connexion that it is only since the dispute between the Central Government and the Wuhan leaders that Kwangsi has taken on a "rebel" status. What is more to the point is that most of the Wuhan militarists have now thrown up the sponge and that Kwangsi is more or less in the position of fighting a lone hand against Nanking. On the other hand, the news of the outbreak of fighting in Szechuan may portend a further disruption of harmony. However, these speculations are really beside the point when we contemplate the fact that the Nanking Government has so far shown its ability to suppress rebellious movements, and is to-day formally recognised by the Treaty Powers.

As has been many times stated, the Arms Embargo Agreement has been very largely a self-denying ordinance on the part of certain Powers, some of whom have honestly attempted to enforce it whilst others, if not actually involved, have connived at its infringement. The extent and number of the seizures of smuggled arms at the Treaty Ports and in Hongkong have demonstrated the extent of this nefarious trade, which without doubt has been carried on by a big international syndicate. It will serve no useful purpose now to fasten blame on those nations which have not been particularly circumspect in observing the terms of the Agreement, but it can be said with every regard for the facts that Britain has again and again demonstrated her bona fides in the matter. In this connexion, Hongkong has more than

done her part in attempting to prevent smuggling, difficult though the task has been. But although the Embargo Agreement has now terminated, the export of arms and munitions from Britain to China will still require the Board of Trade licence under the Arms Export (Prohibition) Order, and we may be sure that no licences will be issued where there is reason to believe that the arms are destined to any group or military leader opposed to the Chinese Government, or where there is presumptive evidence that any attempt is being made to abuse the licence system. The renunciation of the embargo gives the Chinese Government even greater responsibilities than heretofore, but we imagine that Nanking would be the last to plead that it is incapable of exercising its authority in such manner as to prevent any imported arms from getting into the hands of rebellious factions.

Freedom of the Seas.

While the Speaker of the House of Commons refused to allow, during a discussion of the American naval disarmament proposals, a question suggesting that agreement was impossible until the seizure of private property at sea was settled with the United States, this question of the freedom of the seas has an important bearing on Anglo-American co-operation. British opinion is slowly coming round to the modern viewpoint, the trend being indicated by the Round Table, a most influential political journal. In a recent article, the journal went so far as to say that "the Anglo-American dispute will be solved, the formula required to cover 'parity' will appear, the new difficulties which threaten to arise from the rapid expansion of the French and the Italian navies will disappear, when Great Britain recognizes that the use of sea power is no longer a matter which she can decide arbitrarily on her own judgment, and when the United States is willing to share responsibility with the other naval powers, for deciding when and how sea power is to be used internationally for the prevention of war." Undoubtedly, Britain's blockade activities during the War, and the principles by which that embargo on Germany was applied, has been the chief source of the irritation existing between America and Britain on naval matters. The "Big Navy" group grew from the resentment felt when Britain took steps to prevent the United States from trading with whom she willed. Even the subsequent entry of the United States into the war could not silence the outcry, and the time is rapidly approaching when it will be necessary to call an international conference to define the issues, and the policies of the nations concerned. The Kellogg Pact should be an adequate protection for the Powers, as it should be an understood thing that every signatory forgoes the right to trade with any nation committing a breach of the Pact. If as Mr. Baldwin stated at Bristol, Britain is ready to co-operate cordially to secure general acceptance of the new American proposals, Britain should also be ready to discuss the apparent side issue.

EXCHANGE RATES.

	London, Apr. 26.
Paris	124.174
Brussels	34.94
Amsterdam	12.074
Berlin	20.49
Copenhagen	18.21
Vienna	34.50
Helsingfors	193
Lisbon	108.4
Bucharest	817
Buenos Aires	47 5/16
Shanghai	2/5 1/2
Yokohama	1/10
New York	4.85 9/32
Genoa	25.21
Milan	62.674
Stockholm	18.194
Oslo	18.20
Prague	104
Madrid	32.044
Athens	375
Rio	5.57/84
Bombay	1/6 29/32
Hongkong	1.114
Silver (spot)	25 1/2
Silver (forward)	25 1/2

—British Wireless—

DAY BY DAY.

A GENEROUS LIE IS BETTER THAN A MEAN TRUTH.—*Anna Constantine.*

Cd. Gunner J. Corby has been appointed to H.M.S. Bruce.

Lieut. W. G. D. Blakeney has been appointed to H.M.S. Torm.

Capt. E. J. Woodington, Royal Marines, has been appointed to H.M.S. Suffolk.

Lieut. Commander G. P. Hunter-Blair has been appointed to H.M.S. Peterel.

It is notified that the name of Ching Tin Hotel Company, Limited, has been struck off the Register.

Surgn.-Lieuts. R. R. Baker, A. J. Burden, M.B., and J. J. Benson have been appointed to H.M.S. Bruce.

H.M.S. Bruce left Shanghai yesterday en route for Hongkong. H.M.S. Cornflower arrived at Chefoo this morning.

Commissioned Engineer S. S. Wynne has been appointed to H.M.S. Marazion and Warrant Engineer F. A. Braham to H.M.S. Titania.

It is notified that the Government Asylum (also known as the Lunatic Asylum) shall hereafter be known as the "Mental Hospital."

His Excellency the Governor has appointed Mr. G. G. N. Tinson to be a member of the Medical Board for a further term of three years.

His Excellency the Governor has accepted the resignation of Lieutenant R. S. Logan of his commission in the Hongkong Volunteer Defence Corps.

His Excellency the Governor has accepted the resignations of Lieutenant A. H. Gillingham and Lieutenant F. S. Harrison of their Commissions in the Hongkong Volunteer Defence Corps.

A new regulation made under the waterworks Ordinance states:—"The washing of clothes, in any street, road or lane, within one hundred yards of any public fountain is strictly prohibited."

Mr. N. Lockhart Smith has been appointed Head of the Sanitary Department and Registrar of Births and Deaths in addition to his other duties during the absence on leave of Mr. W. J. Carrie.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. B. D. F. Bell to be an Unofficial Member of the Legislative Council, during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Signor Reali, who has appeared on several occasions at the famous Scala Theatre, Milan, and Signor Gilletti appear opposite Mdm. Henkina at the Star Theatre to-night in "La Traviata." Madame Henkina recently completed a highly successful three year tour as prima donna with the Fuller circuit in Australia.

Government passengers leaving for home to-day by the s.s. Mantua include the following:—Mr. and Mrs. J. King, Mr. and Mrs. A. M. E. Holland and children, and Messrs. C. J. Waddell, N. K. Littlejohn, W. J. Anderson and J. W. Wells (P.W.D.); Mrs. D. M. Edwards (Educational); Mrs. Branson and child (Medical); and Messrs. Alex. Kinnear, J. H. Edwards, C. B. Butler, R. G. Butler and H. Griffin (Police).

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Basselin (2), Bombay (1), Rangoon (4), Colombo (2), Pnom Penh (3); Cholera, Basselin (47), Calcutta (97), Moulmein (4), Rangoon (2), Bankok 16 (13), Pnom Penh (8), Saigon (3); Small-pox, Baghdad 1, Basrah 1 (2), Aden 17 (4), Bombay 57 (30), Madras 81 (15), Karachi 57 (22), Rangoon 2 (25), Moulmein 1 (1), Rangoon 2, Vizagapatam 4 (4), Pondicherry 2 (2), Macassar 9 (4), Samarinda 1, Halphong 2 (1), Pnom Penh 13 (13), Macao (5), Canton 21 (8), Dairen 2, Swatow 22. In addition, 56 cerebro-spinal meningitis deaths were reported from Shanghai.

THIS TALKING WORLD.

Some Familiar Types Recalled.

Supposing that one had only twelve categories or pigeonholes in which to classify all the major types of talkers, how should they be labelled and arranged?

First and lowest would come the Pedantic. All that one can find to say in favour of this style of talk is that it is well meant. It aspires; but oh, so ignorantly, so ignobly! There are books enough in the world already, or at any rate there soon will be if we maintain our present rate of production, so that it seems a little mysterious that anybody should wish to talk like one. Sidney Smith was right, no doubt, in saying that no one need be ashamed of talking like a book if he talked like a good book and not like too much of it at any one time, and yet there are many better things to do in conversation. Your pedantic person wishes to please, we can say that much for him; but the difficulty is that he is usually content to please only himself. And let us by all means remember, and remember at all times, that pedantic talk is not necessarily bookish. There is a pedantry of sport as well as of scholarship, there is a pedantry of business, a pedantry of dress, and even a curiously inverted but still distinguishable pedantry of the anti-pedantic. Lopsidedness and over-emphasis of any sort belong in this pigeonhole. Would that we could cram it all in there and seal it up forever!

The Factual Talker must be accommodated near at hand. He is who introduces every section of his discourse by some such formula as "I see by the papers," although he might well vary this phrase at times into "I see by the encyclopedia." He is for whose behoof statistics are compiled. For him our Chambers of Commerce put forth their annual reports. Art and literature and research are reduced to ten-minute sections of perfunctory order that he may shine at dinner tables. The man who is carrying a concealed fact can do more execution in the midst of a conversation than even the most inveterate pedant. How he lurks in ambush! How he bides his time! There is a determined glitter in his eye as he steels himself to deliver a fact which will shatter the preconceived exchange of opinions and impressions that other men are pleased to call talk. And then at last, when he sees his chance, how he pounces like a hawk. With what a shattering detonation his fact explodes! The bits and shards of the good talk that was proceeding a moment before are not worth picking up.

We may question whether the Dogmatic Talker deserves a pigeonhole, for he does not genuinely converse, he announces. True talk is exchange of opinion and sharing of mood, but he gives all he has and asks for nothing in return. Though you press your own moods and your fleeting tentative opinions upon him, he will have none of them and waves them all majestically aside. He thinks in terms of millions and cannot be troubled with your small change. The questions that still puzzle you he spilted so long ago that he has forgotten even the evidence and the arguments by which he answered them, and you must not ask him to revive them now. He is very good at answers but not so strong on reasons.

The Quotational Talker is a talker at secondhand, as different from the dogmatic as black from white. He erases himself and writes the thoughts of others upon the resulting smudge. Ask him what Horace said to Maecenas or what Prester John wrote to the King of Portugal concerning the unicorns of India and he returns a voluble answer, but if you ask him what he himself thinks about any subject under the sun it is evident in his blank and puzzled stare that he has never got round to that.

Much the same things are to be said of the Anecdotal Talker, the story teller, who dips his talk from the stream of others' speech as the quoter carves his out of books. One knows that he has spent much time in clubrooms and in Pullman coaches and in hotel lobbies, but that is all that one knows of him. In a sense he does not exist as a separate individual. He is a mere vehicle or container, and his characteristic phrase is, "That reminds me."

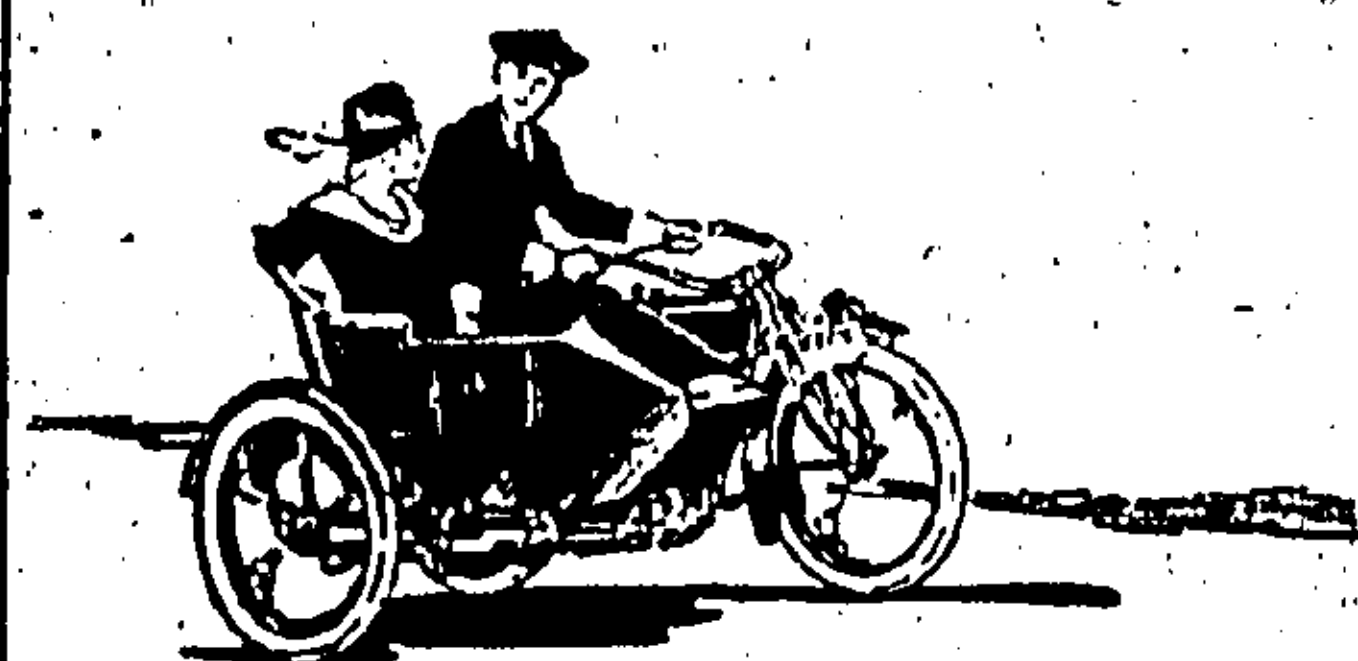
And next we come to the Roughshod Talker, to him who tramples iron-hooved through the tender herbage of other people's conversation, brushing their feeble sentences aside as a war horse breaks and breaks the swaying ferns. He knows by instinct the very moment at which you begin a remark and he starts to talk exactly at that moment. The difference is that you eventually stop talking while he continues. Almost the only good sport you

The Tangential Talker is prone to open every other sentence with the words: "And here's another thing." One is sometimes inclined to call him a Kangaroo Talker because of his enormous and quite unpredictable leaps, but still more characteristic is his way of devolving just one swift sentence to a topic and then darting off at a tangent. To plot the "curve" of his conversation you would need nothing but short straight lines, and those lines would look like the trail a squirrel makes in the snow.

When we come to the category of the Whimsical Talker we have climbed rather high in the talking world. To any the least of him, he is versatile, for he can be all the other kinds of talker that we have enumerated, either by turns or all at once. He can be pedantic, or pretend to be, and we forgive him. He can lug in facts by the ears, and we smile. He can dogmatize and we never take him seriously. When he quotes to a ludicrous excess we see that this is only his little joke. He can stampee conversation as though he were roughshod and he can collar it as though he were long-distanced, he can snatch and run, he can interrogate, or he can be tangential, but the fact is that all the while he is merely being whimsical. In other words, he is one of the few who see that conversation may be an art, and although he himself is not an artist of power or lofty stature he belongs, at any rate, on the side of the angels. The Whimsical Talker would gladly exchange opinions with you, if he had any such things about him, but as he lacks this heavier luggage he gladly shares his mood.

And last of all there is the Good Talker, who avoids all the blunders and excess that have been mentioned and puts in their place a perfect moderation and success. But the Good Talker need not be defined. We know him. Good talk is the kind of talk that we talk ourselves.—O. S. in the Christian Science Monitor.

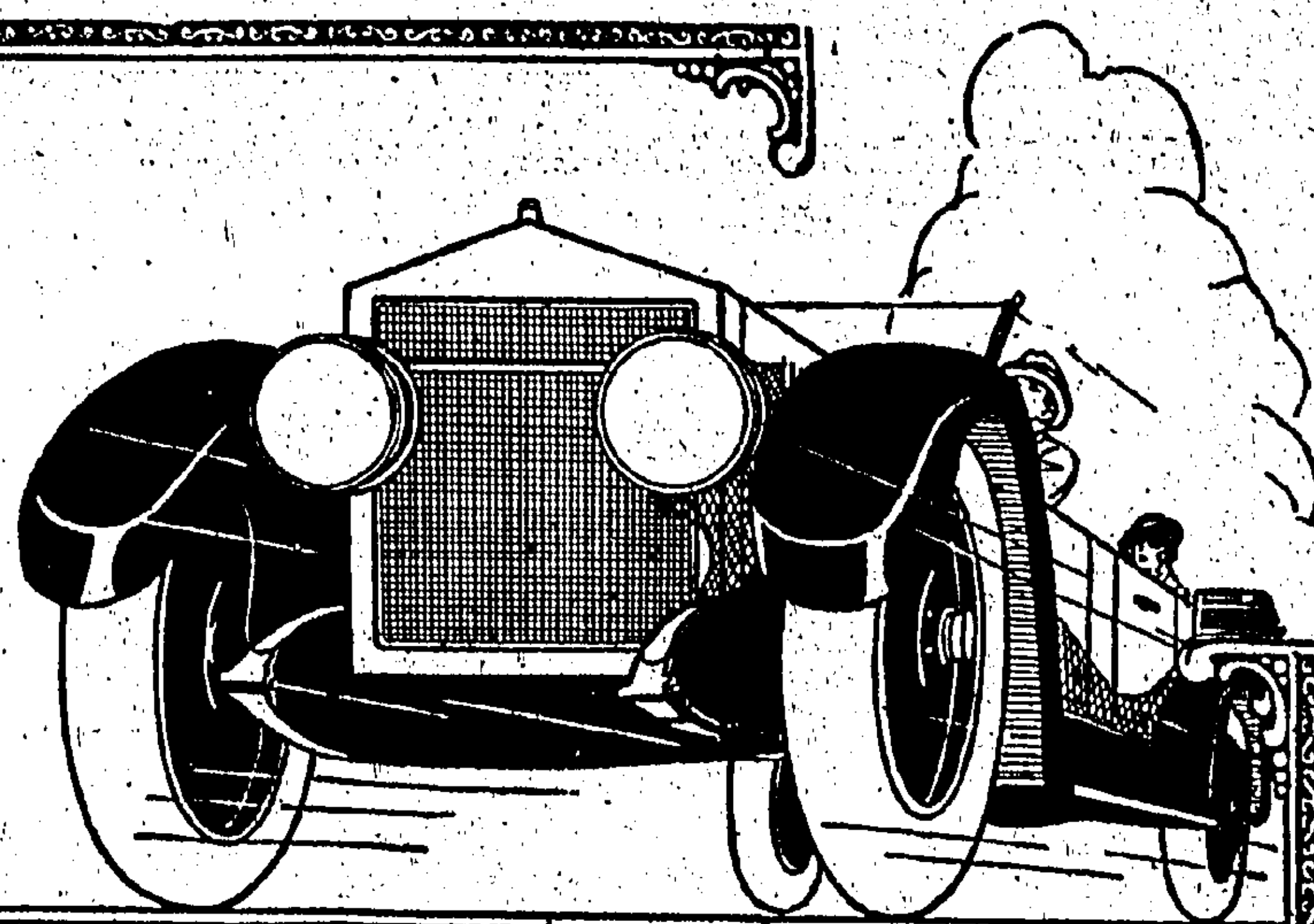
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OF
THE HONGKONG TELEGRAPH

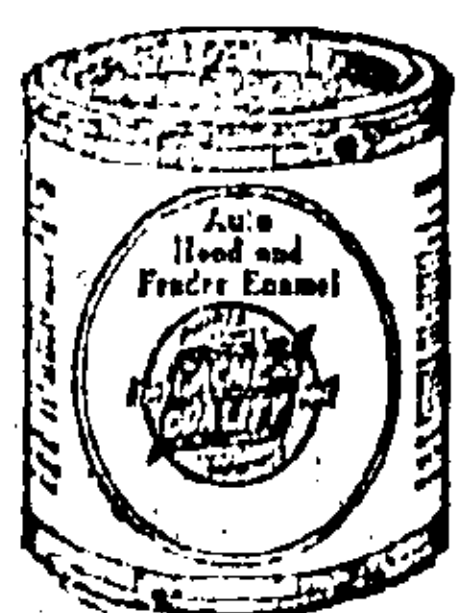
SATURDAY, 27th APRIL, 1929.

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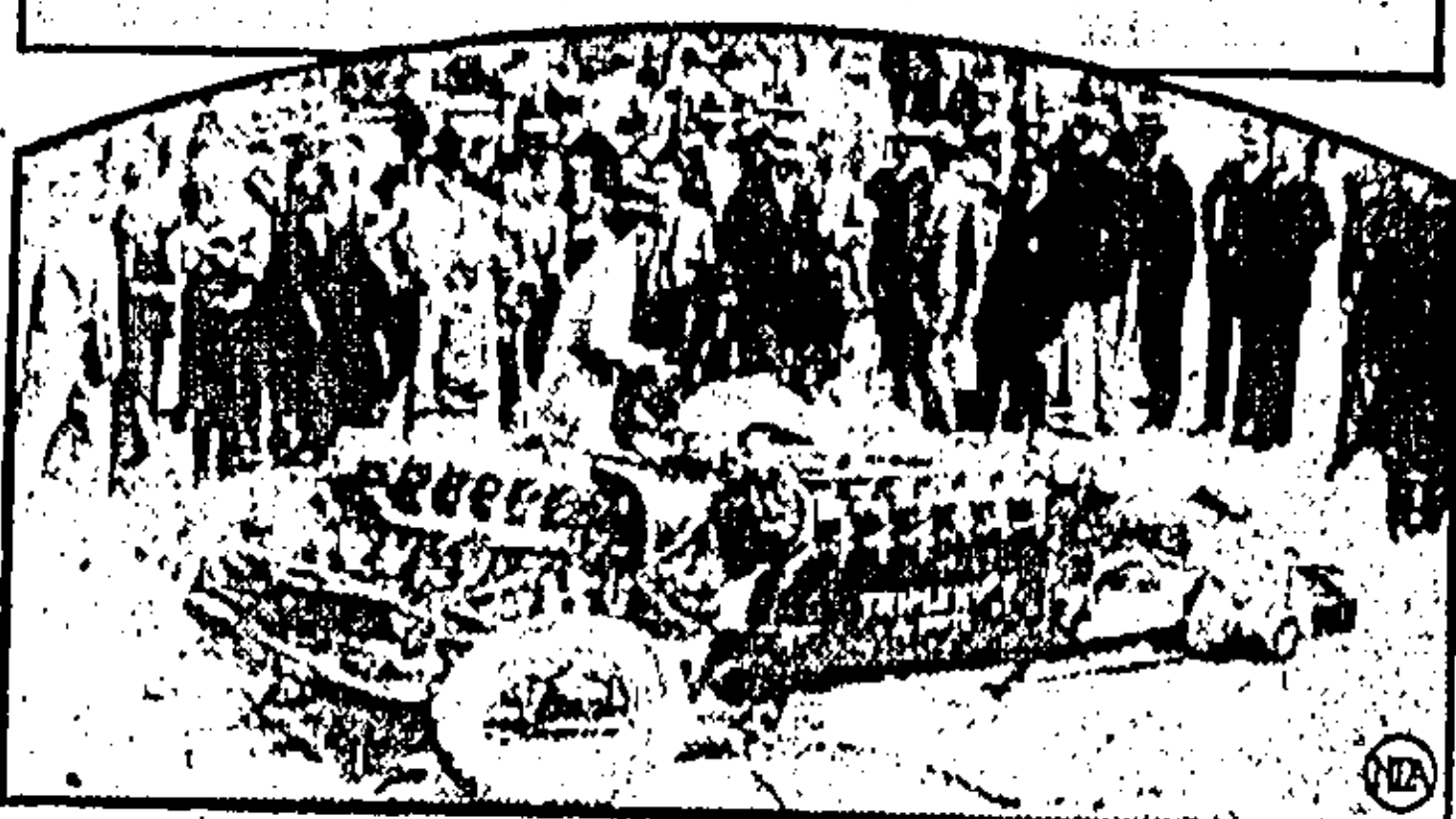
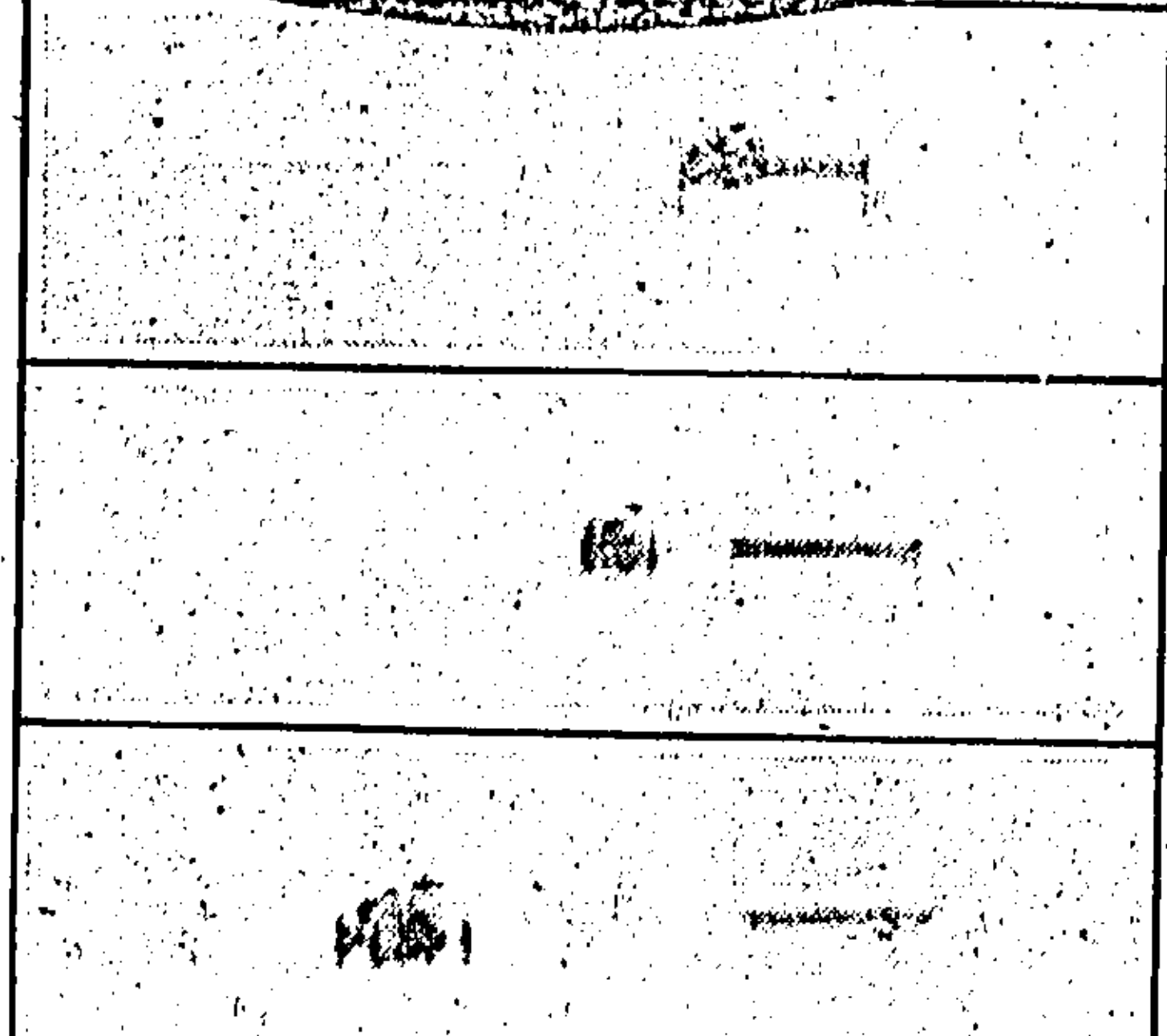


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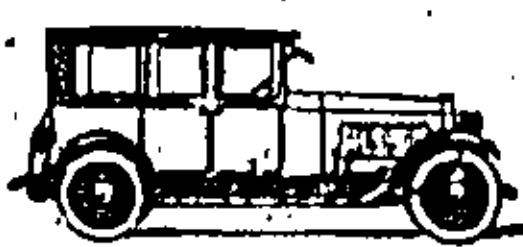
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PICTURE OF SPEED TRIAL TRAGEDY.



The pictures shown above were taken just before, and during the trial itself, when Mr. Leo Bible, the American racing motorist was killed in his attempt to beat Sir H. E. Segrave's record. The pictures showing the machine were actually taken by Mr. Charles Traub, a Pathe News Cameraman who lost his life when the machine swerved and crashed at a speed of over two hundred miles per hour. A few seconds after the lower picture was taken, the terrible accident had occurred.



CURRENT COMMENT

Widening Needed.

Some years ago, a landslide near the top of Glenelg, brought about the widening of a portion of Robinson Road. It was hoped at the time, that the bridge leading in the direction of Seth's Corner would also be increased to the width of the road, but it is to be presumed that the expense which would have been involved, caused the postponement of such a desirable improvement. Since then, motor traffic has increased greatly, and Robinson Road has become quite an important motor route. The narrowness of the bridge creates a positive danger, and sooner or later it is certain that it will be widened in the interests of public safety. It is to be hoped that the work will not be long delayed.

Parking.

We make no excuse for again referring to the urgent need of instituting a practical system of parking at Statue Square. Hong-kong is sadly lacking in parking spaces, and it really seems absurd that full advantage should not be taken of the few locations available. The vicinity of Statue

Square is conveniently located, and it only requires the exercise of a little common sense to increase its present accommodation, under the existing method, three-fold.

The Beacon.

We imagine that the traffic beacon will be re-erected at the Des Voeux Road-Pedder Street junction, but the delay is somewhat hard to understand. The matter of casting a new base should not be difficult.

The New Road.

The new road along the Reclamation is certainly a credit to the Colony, and when the complete water front scheme is finished, a transformation will be effected. Quite a large number of motor vehicles are already using the new thoroughfare, although the surfacing is not yet completed, the final touches yet having to be given. In connexion with this, many motorists complained early in the week, of the strewn of small loose stones. These were of sufficient size to damage tyres, and we have been asked to suggest that such work might be done over

PERFECTION SOUGHT.

Rail-motor Container.

INTERNATIONAL COM- PETITION.

An international competition to discover the best system of through goods traffic by railway and motor transport, is being organised by the International Chamber of Commerce.

This competition is the outcome of a discussion by delegates to the last world Motor Congress at Rome. The best "container" system is sought. It must be a container that can be transhipped by the simplest method from a flat motor truck to a flat railway truck, thus obviating not only the handling of goods, but their packing. Time and money can be saved by this system.

A detailed programme of the competition may be obtained from the secretary, International Chamber of Commerce, 38 Cours Albert-Ier, Paris.

STRUT'S INVENTOR.

Synchronised 'Plane
Gun.

NELSON'S WORK.

The inventor of the "Invar Strut," now generally used in the pistons of motors, is Adolph Nelson who, during the war, solved the problem of firing machine gun bullets through the whirling blades of a "plane's propeller.

Nelson's name is also known in connexion with Bohmlite pistons, which are the same as Lynite pistons. The latter are manufactured by a second American company, under license from the inventor.

He has been interested in car engines most of his life. Before the war he designed them, but since the war, the strut and alloy pistons have commanded all his attention.

GOLD CHASSIS.

Erskin Worth £4,000.

PARIS MODEL.

Plated in 24 carat gold, and valued at £4,000, a unique Erskin chassis was in the centre of the display of new models in the show-rooms of Studebaker (Sydney), Ltd., in Yurong-street, city.

The engine is finished inside, and out with coloured enamels, is cut away to show its internal operation, and may be run at low speed.

This chassis was built for the last Paris salon, where it created a sensation, and it will attract equally astonished and incredulous glances in Sydney. Gold plating on it cost £2,000, and the 2,031 units of the chassis had to be plated separately.

A total of 25,149 square inches of metal is plated with gold.

15 PER MAN.

Dublin Park Guards.

Dublin (Ireland) has become tired of casual car-minders, and the municipal authorities are considering a scheme to authorise attendants.

They plan to appoint 67 men, each of whom will control 15 parked cars.

A portion of the road at a time. There is ample width to close either side of the road when surfacing or other repair work is necessary, and the feelings of motorists might be studied in this respect.



MINNESOTA has incorporated in its traffic rules a law against standing in a roadway to solicit rides from passing motorists.

NEWS comes from Australia of a 1923 Morris-Cowley travelling over all sorts of roads, which has covered no less than 104,000 miles, and is still averaging eighty miles per day in the hands of a commercial traveller. In this period the total cost of repairs has been only £21.

WHAT must be regarded as a record collision occurred on the Northampton-Wellingborough road near Earls Barton, when a thin film of ice on the surface caused no less than twenty motor vehicles to collide.

First of all a small car collided with a Morris, then another car went through the hedge and subsequently one car after another coming round the bend and applying its brakes skidded and hit the mass of vehicles, which remained on the road for an hour and a half.

THE low tax on automobiles in the United States—less than \$25 a car—is the means of making roads in the country the best in the world, says A. R. Erskine, head of the National Automobile Chamber of Commerce. Yet this tax raises more than \$600,000,000 yearly for road construction and maintenance.

M. CHIAPPE, the Paris Prefect of Police, has sent forth the fiat that horse-drawn and other slow-moving traffic may no longer use the boulevards and a number of other busy highways between the hours of 2 p.m. and 7 p.m. This is certainly a very sensible and courageous order, and its adoption on certain thoroughfares of London and other big cities might do a great deal in helping to solve the traffic problem.

FOR the first time in the history of traffic courts of the U.S.A., a motorist has been charged with driving so slowly as to cause an obstruction. The case was dismissed.

STUTZ automobiles, at the option of the purchaser, may be equipped with radio sets. The set is built into the instrument board and is completely hidden except for the dials. The loudspeaker is above the windshield and the antenna is in the top.

A NEW road is being constructed from Llanfair Talhaiarn, on the Abergele-Llanrwst road, to Bylechau on the Denbigh-Pentre Voeias route. The first section, 3 1/2 miles, to Llansannan was opened two years ago. The new road to Bylechau, a hamlet about a thousand feet above sea level, is now almost completed, and may be opened in May next. The width is 20 ft., the surface entirely tarmac, and the steepest gradient is 1 in 12 or 13. The old track passed nearer to the vale of Clwyd and was barely wide enough for a single car. The new section will allow picnic parties to come from Colwyn Bay and other coast resorts to the Denbighshire moors.

RUB OUT TROUBLES.

Resilient Roads
Suggested.

The Institution of the Rubber Industry and Rubber Growers' Association suggests that rubber paving on roads will solve the problems of noise, cost of maintenance, and damage to property caused by vibration.

Enjoy the Summer ON A HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

ONLY A FEW LEFT!

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A GOOD ASSORTMENT OF SPARE PARTS AND
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Would you like to save one carbon removal a year?

To use Gargoyle Mobiloil in your car will save you at least one carbon removal every year.

That means from \$2 to \$12 in your pocket depending upon your engine.

Of course the use of Mobiloil will not eliminate carbon entirely. No oil can do that. For oils are hydrocarbons. Some carbon is bound to remain behind when they burn.

But first-time users of Mobiloil often report that their carbon deposit is cut down as much as 50%. This is why.

1. *The right crude oil.* Mobiloil is made from crude oils selected for both lubricating value and free from carbon.

2. *Correct body.* We insist on correct body as a vital factor in freedom from carbon. By supplying a perfect piston seal, the grade of Mobiloil recommended for your car leaves surprisingly little carbon.

3. *High quality.* High quality oil of correct body is used up more slowly than low quality oil. The Mobiloil slow consumption results in less carbon. In laboratory tests, Mobiloil often shows a reduction in carbon of 50%.

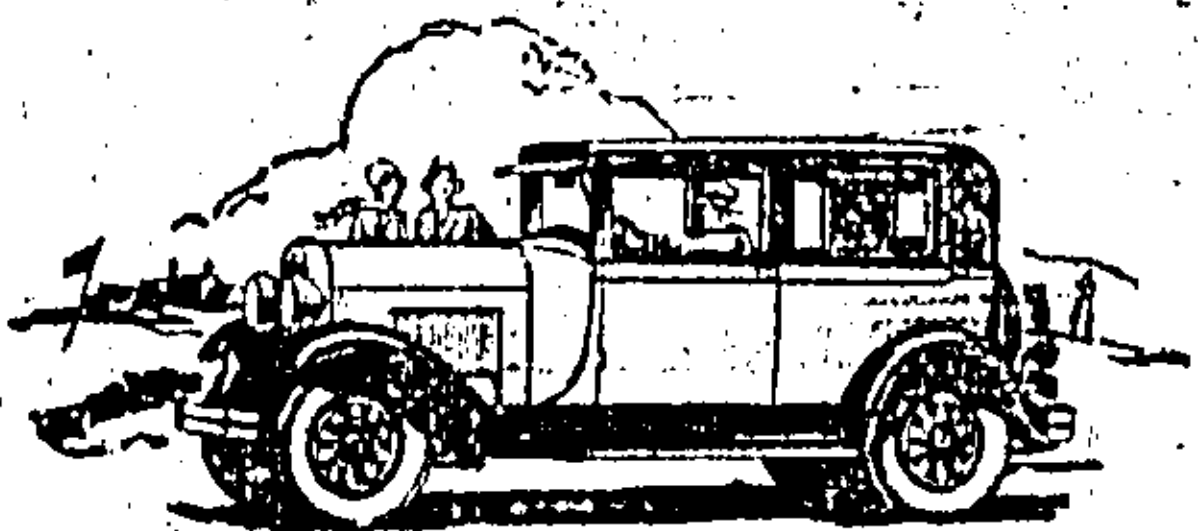
If you want correct lubrication with marked freedom from carbon troubles, it will pay you to ask for.

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Four Lovejoy hydraulic shock absorbers, extra long alloy-steel springs and deep cushioned, form-

fitting seats assure fine-car riding comfort.

A great new 55-horsepower engine provides daring speed, dashing acceleration, dazzling performance on the hills.

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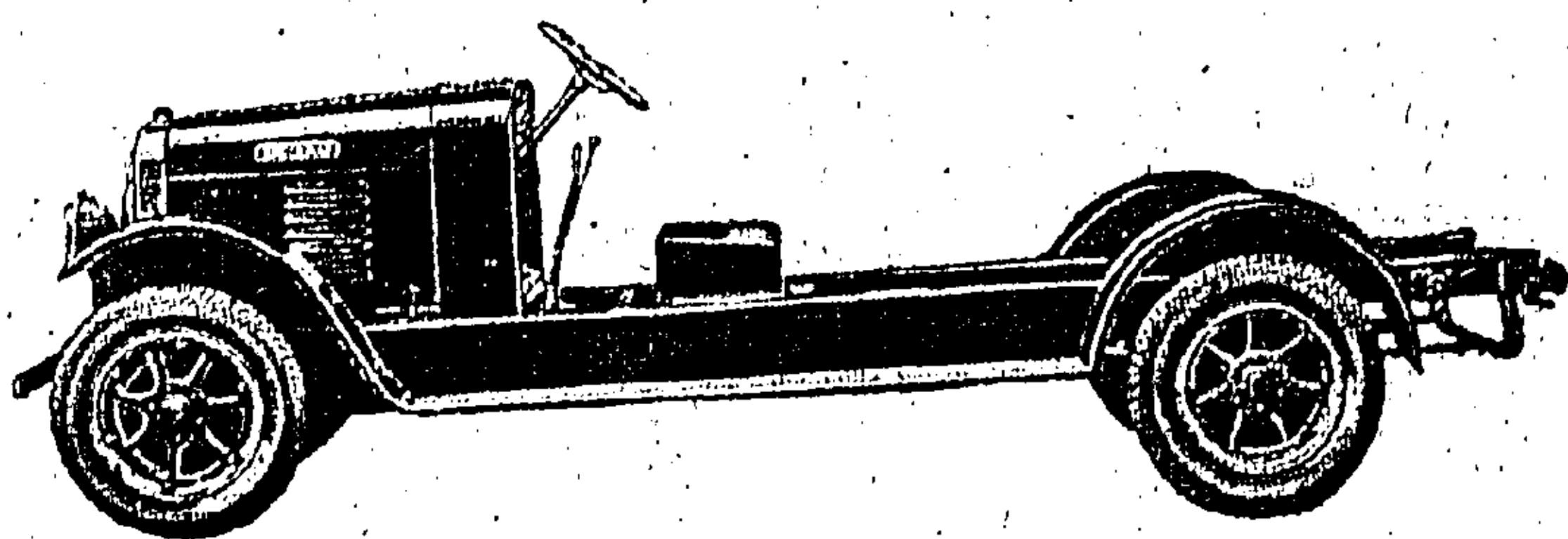
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EUROPE TESTING NEW IDEAS.

Rotary Valve—Crankless Engine.

AUTOMATIC TRANSMISSION.

Europe, laboratory for progressive ideas, continues to play with all sorts of automotive innovations that come its way. Out of the thousand and one projects with which its engineers have been experimenting, a few have come to America to be adopted here on a massive scale.

A single pertinent example of this movement from European experiment to American production is that of four-wheel brakes. Now further improvements just as radical as this are being worked out by European engineers and may soon find their way to this country.

Development of the single sleeve valve engine, a purely European product, is now taking hold in the United States. In fact, Continental Motors has long held American patent rights on this type of motor. The simplicity of this motor, its fewer moving parts and its sturdy construction are well known to engineers.

Single Rotary Sleeve.

In line with this type of motor is another now being tried out in Europe, in which a rotary sleeve valve along the top of the motor is used. It is a simplified adaptation of the sleeve valve principle. Here a cylinder with intake and exhaust ports for each operating cylinder is placed under the head, driven by gears from the main shaft. As it revolves it opens and closes the ports of the row of six or eight cylinders in the engine, permitting gasoline to enter or the burned gases to leave each chamber in order.

The advantage of this type of engine is that the single cylinder replaces six or eight sleeves in the ordinary Knight engine and therefore is simpler, cheaper and more reliable. It is the invention of M. Bourronville, a Belgian engineer living in New York, and has been experimented upon by the Minerva Company of Antwerp.

Even more radical than this development is the rotary engine that was recently displayed in England. Here is a high speed motor, much lighter in proportion to its horsepower than the kind we are using to-day, that does away with pistons, cylinders, connecting rods and crankshaft and still creates even more power than the orthodox poppet or sleeve valve motor.

Has Eccentric Drive.

A double eccentric arrangement, turning on the main drive shaft, is the main working part of the motor. This eccentric, rotating in a single cylinder, has three abutments or partitions which create as many firing chambers between the eccentric and cylinder wall. The double eccentric produces six chambers, equal to the average six-cylinder motor.

The rotor engine is something like a rotary pump, although many new features advance it far beyond that class of power plant. It requires considerable experimentation and development before it could be considered available for automotive use, but it at least shows to what extent Europe

is going to create further improvements in automobiles.

A new type of radiator that is believed to be much more efficient as a water cooler and less costly than the honeycomb varieties in use to-day, is another European development. Instead of minute honeycomb cells, this radiator has a single row of tubes, each of which is encircled by a thin copper wire grid arrangement that quickly dissipates the heat of the water flowing through the tubes.

Better Cooling Efficiency.

The entire radiator weighs much less than the conventional type. It takes up less room, it costs less and, most significant, it will keep a motor cool under hill-climbing and other conditions that ordinarily are too severe for the system now in use. It has already been adopted on a few European commercial vehicles and by the British war office.

Various types of transmission are being tried out in Europe for the relief of drivers. One is a free-wheel device back of the transmission, which enables one to shift gears under any conditions without fear of clashing them or ripping off a few teeth. The device does all the shifting automatically and quietly.

Another automatic form of transmission is the Constantinesco torque converter, which does away with clutch and gears and has the engine itself shift to various speeds as the throttle control is varied. This is only one form of many that have been patented by European inventors for the same purpose.

Gear Shifting a Habit Here.

Europe, however, is still experimenting on them and while Europe is doing this America is standing by to await results. Whether adoption of a simpler form of transmission is needed in this country is still a matter of discussion among American engineers. Some contend America has become so fully motorized that the shifting of gears has become a habit to us.

However, some day we may see the introduction of some sort of automatic transmission, if only to do away with the cumbersome arrangement now in use.

In addition to these fundamental developments, there are all sorts of chassis and body improvements that Europe has caught up for experimentation. Such are various new systems of independent wheel springing, a ventilation system for closed cars, bearings that require no lubrication, cheaper fuel systems, movable or "sunshine" tops and a form of servo-motor drive for easier steering.

Oil-less Bearings.

Henry Ford and Thomas Edison, it is said, are working on a form of bushing or bearing that would need no lubrication, similar to a type already in use in England. American engineers also are working on methods for improvement of wheel springing.

THE MORE, THE MERRIER.



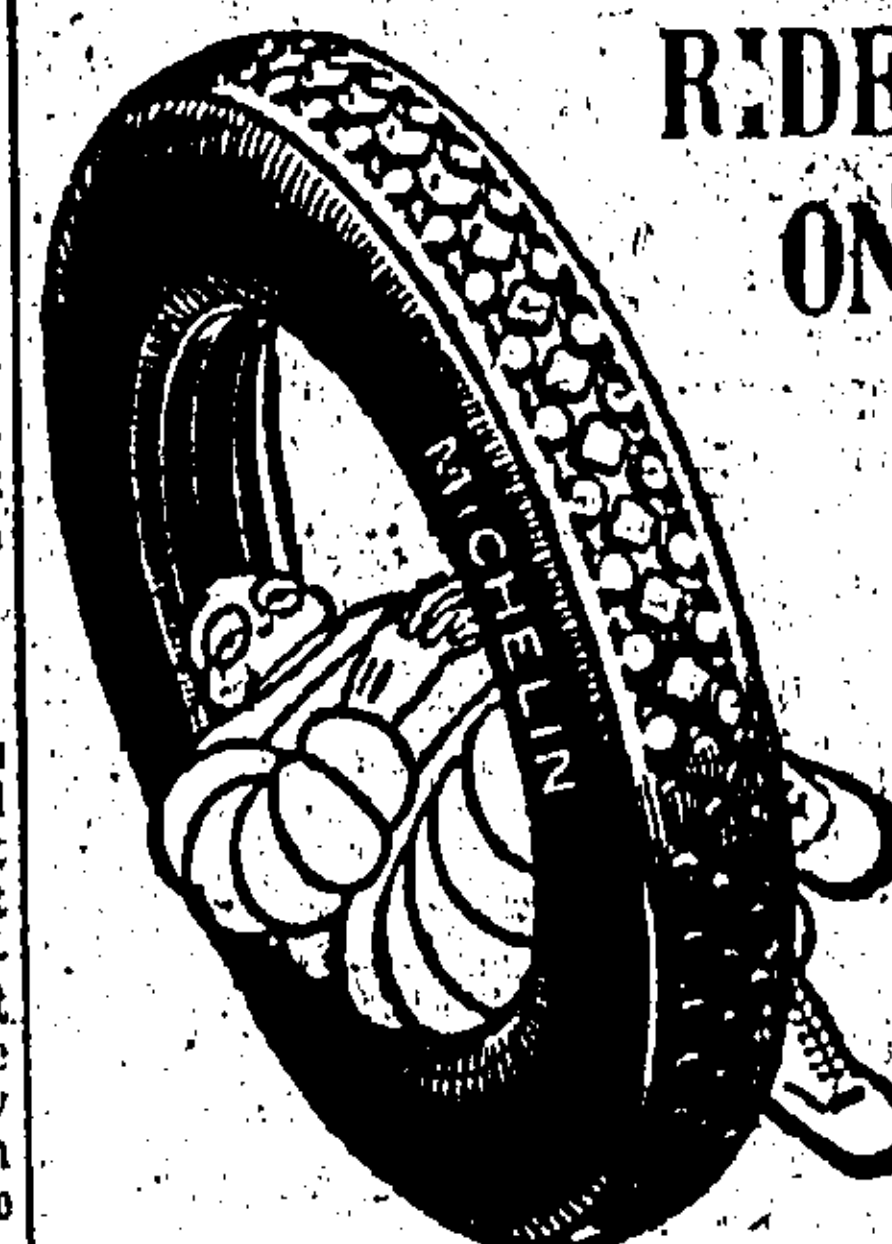
(Automobile Engineers Predict Twelve and Sixteen Cylinder Motors in the Near Future.)

HIGH ALTITUDES.

When driving in high altitudes the car will lose power and overheat. This is due to lack of air pressure and can be remedied by adjusting the air intake. If carburetor has no air intake adjustment use smaller jets. Atmospheric pressure at sea level is approximately 15 pounds per square inch, at 14,000 feet, 8.5 pounds per square inch.

AIRPLANES INCREASE.

The increasing popularity of aviation in Canada is shown in a statement by the Chamber of Commerce crediting the Dominion with 303 airplanes in operation there on the first of this year. This is three times the total of one year ago.



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Pictorial Supplement

April 27th, 1929.

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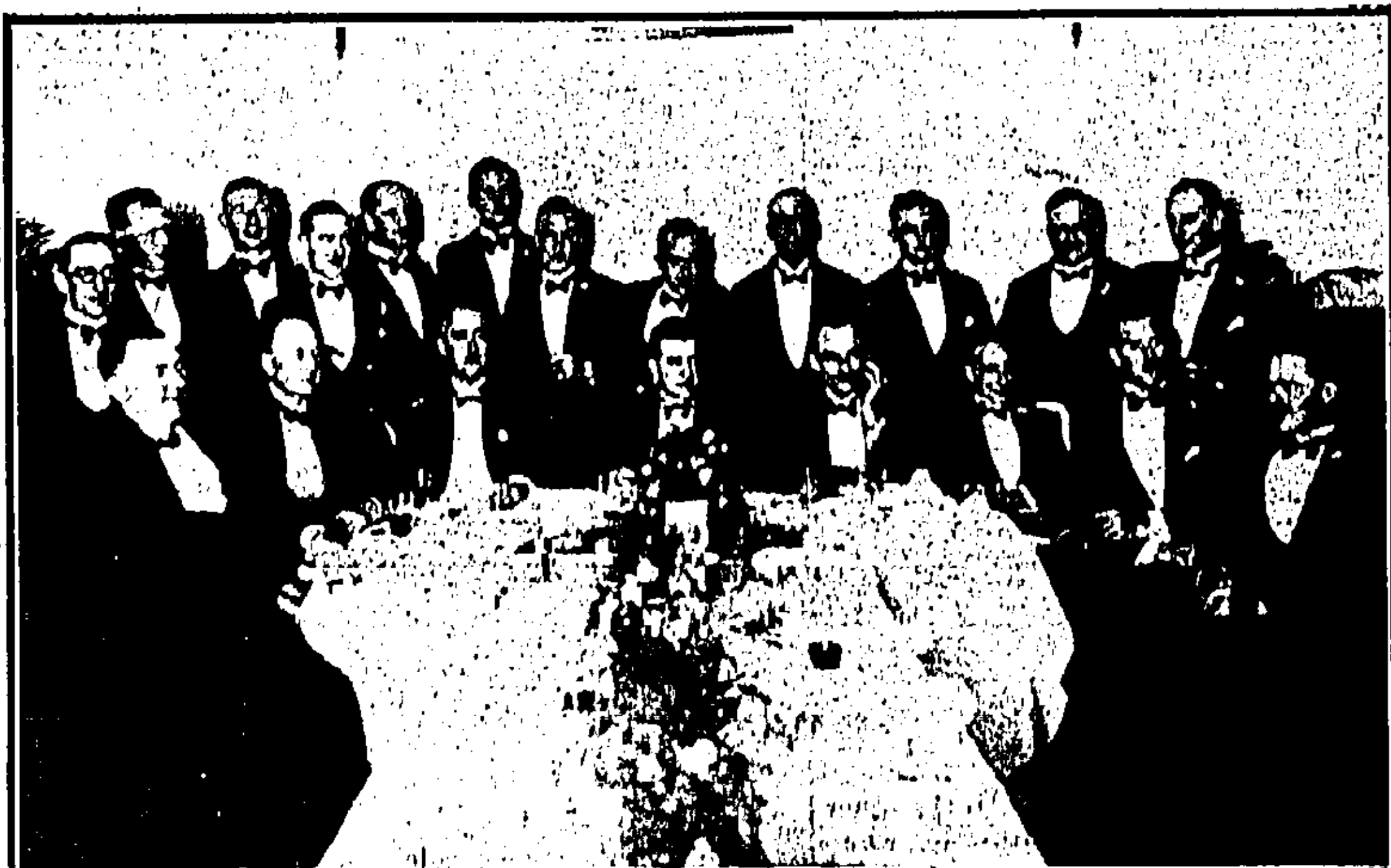
The Kowloon F.C. team which lost in the Senior Shield final to South China last Saturday. This was the Kowloon Club's seventh successive appearance in the final. (Photo: Mee Cheung).



The K.O.S.B. and Royal Navy 2nd XI's which met in the final of the Junior Shield at Happy Valley on Saturday. The K.O.S.B. won an exciting match, after extra time, by three goals to two. (Photo: Mee Cheung).



Mrs. Wynne-Jones, this year's Hon. Treasurer of the H.K.W.C. and M.C.L.



Farewell dinner given at the Hongkong Hotel by the Electric Company's Cricket Club to Mr. W. H. N. Murdock (seated third from left) on the eve of his departure for Home. (Photo: Mee Cheung).



An excellent action picture of an individual tussle during the Junior Shield match on Saturday. (Photo: Mee Cheung).



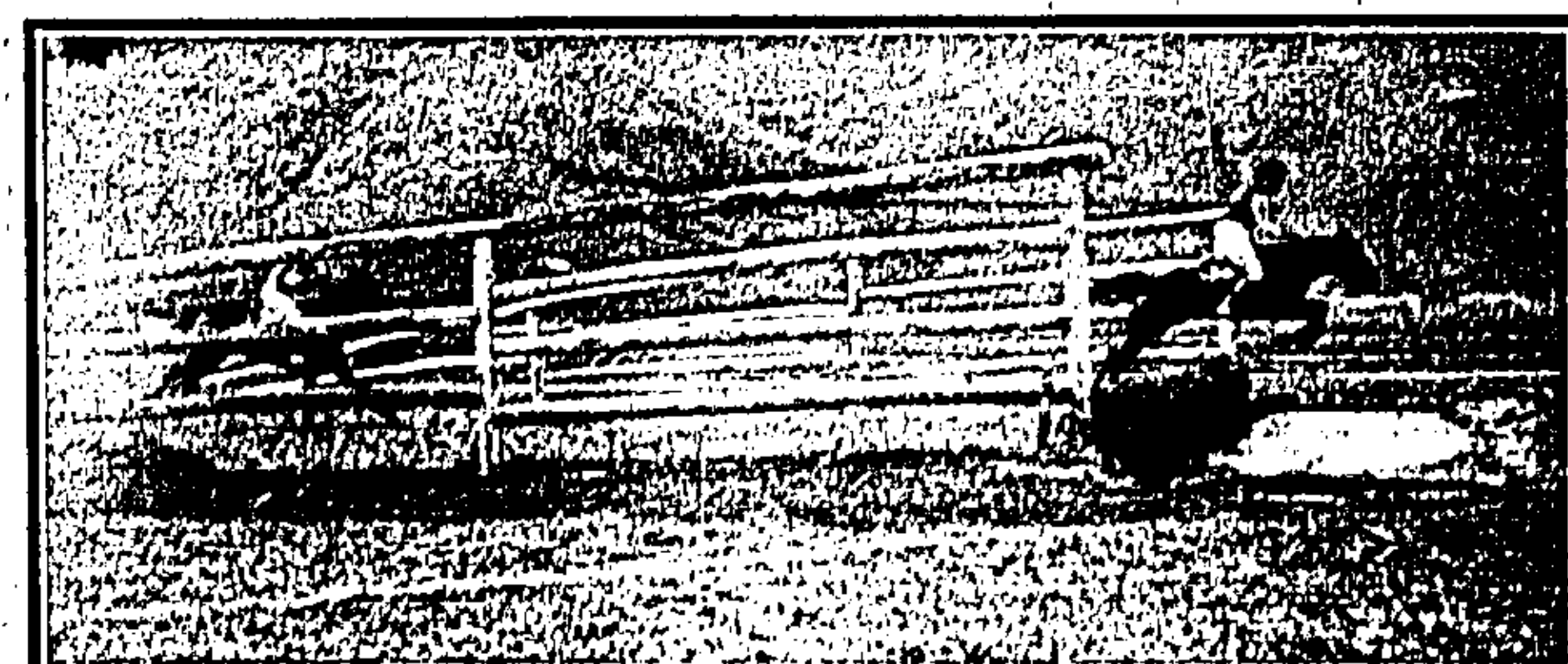
Putting the Shot at the Royal Artillery annual athletic meeting held at Sookunpoo on Friday of last week. (Photo: Mee Cheung).



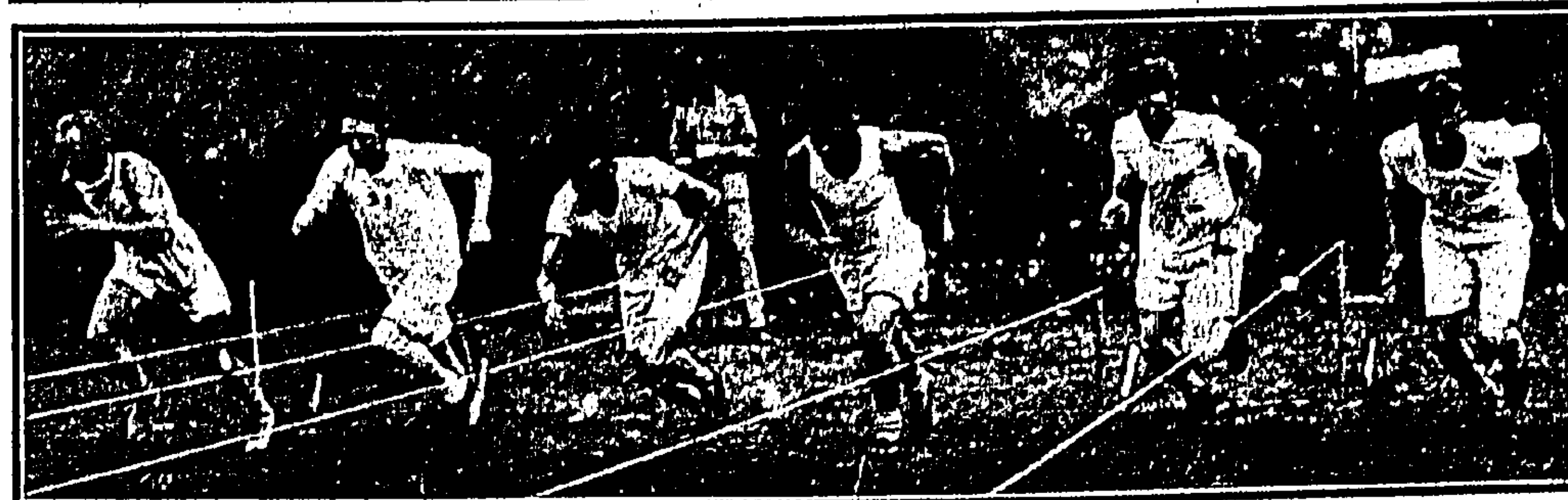
Pau Ka-ping, the Captain of the South China football team (centre) receiving the Shield after Saturday's final. (Photo: Mee Cheung).



The Melodians, of H.M.S. Titanis, as they appeared before the microphones of the Hongkong Government broadcasting station on their farewell performance at Lane, Crawford's Restaurant. (Photo: Mee Cheung).



At Kwant racecourse on Sunday. Top, a good picture at the water jump; below, Mrs. Charles leading in her pony May (Mr. Charles up), winner of Avordupols Stakes.



Some good sport was witnessed at the athletic meeting of the Royal Artillery at Sookunpoo on Friday of last week. Above, the long jump and a kiddies' race; below, the start in one of the sprinting events. (Photos: Mee Cheung).



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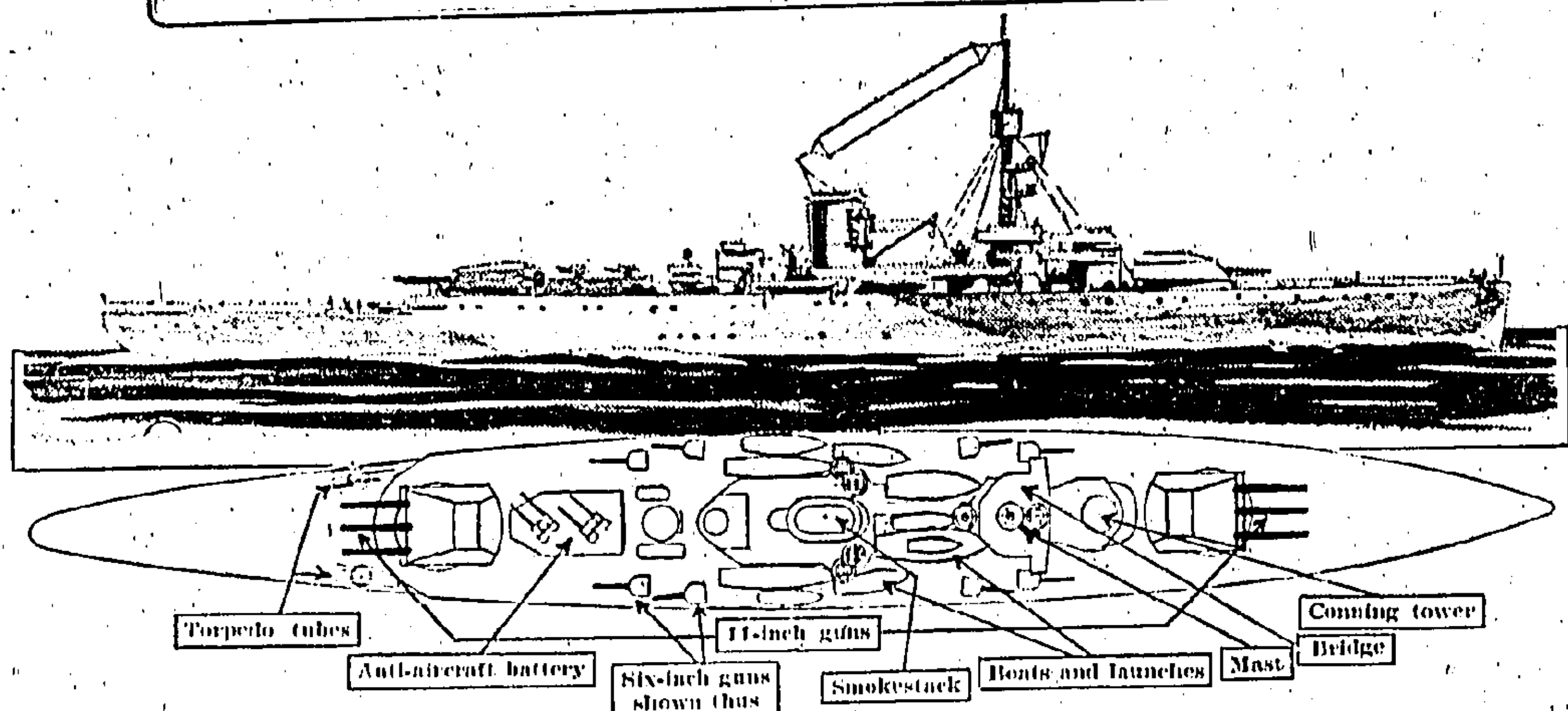
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GERMANY'S "POCKET BATTLESHIP."



Here is the first picture ever published of the new German "mystery ship," the Ersatz Preussen, drawn from the architect's plans, obtained in Berlin. No photographs have been permitted by the German Government. Below is shown the deck plan of the new vessel, diagrammed to point out its armament.

The new German cruiser, the Ersatz Preussen, may necessitate Prussia, was conquered by a revision of the Washington military strength insignificant, the Treaty rules governing ship de- conquerors compelled Prussia to sign. This is stated in a bulletin is, limit her standing army to about a tenth of its former size. But the Department, drawing attention to Prussian military leaders, taking the performance of the so-called pocket battleship, which it de- ing compulsory military service declares has a fighting strength greatly superior to the treaty class of ten thousand ton cruisers, within the letter of the treaty. The situation is simply this: but was really larger and stronger Germany, reduced to relative naval impotence by the Versailles treaty, abruptly reveals itself as possessed of the most modern warship afloat. There is no other ship like the Ersatz Preussen; no other ship is equipped to do battle with her on anything like equal terms.

A Fascinating Story.

The story of the construction of this new ship is fascinating—fascinating because in its history is repeating itself.

and some of its novel features. Though the new warship is necessarily small because of treaty limitations, the unique features developed by Germany in order to keep "within the law" may have a profound effect on future design in the world's naval construction.

More than a century ago exceeded 10,000 tons in displacement.

She could have only six light cruisers, not exceeding 6,000 tons apiece.

She could have but 12 destroyers, not over 800 tons apiece, and 12 torpedo boats, not over 200 tons apiece.

This, it was felt, would remove forever the threat of a strong German navy. Is not the average modern battleship, such as Germany cannot build, a giant of 25,000 or 30,000 tons? What could six 10,000-ton ships ever do?

Hindenburg's Appeal.

The German technical experts began to get busy. The result is the Ersatz Preussen, the \$20,000,000 price of which was voted by the Reichstag only after President Hindenburg had made a personal appeal for it.

To begin with, they kept within the treaty limit of 10,000 tons

weight. Instead of riveting hull and plates, they welded them electrically. There is not a rivet in the ship—and, consequently, much weight has been saved. In addition, the hull and armour are far stronger than on any other ship of similar class.

Then they invented a new featherweight Diesel engine that represents a truly revolutionary step in marine engines. Lighter and compact than any engine yet built, it nevertheless develops the amazing total of 50,000 horsepower—as compared with the 45,000 possessed by the greatest battleships afloat, the English Nelson and Rodney, which weigh 35,000 tons each.

This engine will give the Ersatz Preussen a top speed of 26 knots an hour and a cruising range, without refuelling, of 10,000 miles.

Quick Firing Guns.

Then came the guns. Six 11-inch rifles were installed in triple

armoured turrets and given high elevation mounts to increase their range. They are quick firers, too; each gun can throw three 670-pound shells a minute, to an effective range of 30,000 yards. For a secondary battery, the Ersatz Preussen has eight six-inch guns in turrets, a number of anti-aircraft guns and six torpedo tubes.

Nor is that all. A new system of dividing the hull into watertight compartments has made the Ersatz Preussen practically unsinkable by mines or torpedoes—or so, at least, naval men say.

On top of all of this, the warship has a shallower draft than any other ship of anything like its size. In the shallow waters of the Baltic sea it will be invincible; it can steam into shallows where other ships, especially submarines, cannot approach it. Yet its freeboard is high enough so that heavy weather will not put any of its guns out of action.

It is when the ship is compared with other warships that the true inwardness of the situation is understood.

Speed and Armour.

The Ersatz Preussen can make 26 knots an hour. This does not compare with the 31 knots which the modern 10,000-ton British cruisers can make. But the British cruisers carry only eight-inch guns; besides, their protective armour is nowhere near as powerful as the German ship's. If the Ersatz Preussen were overtaken by one or more of the 10,000-ton cruisers it could not get away, but it probably could blow them out of the water.

Its 26-knot speed, on the other hand, is better than any battleship can make. The finest of the British dreadnoughts can only do 25 knots. Thus, if the Ersatz Preussen should encounter battle-ships more heavily armed than herself she could get away from them unharmed.

As the naval men briefly put it: She can outrun England's best cruisers and outrun England's best battleships. She can either whip, or get away from any other ship on earth.

Wide Cruising Range.

There is just one more thing

to add: The Ersatz Preussen's tremendous cruising range would make her the most dangerous commerce destroyer ever seen. If she started off on a raid on enemy shipping, such as the famous Emden made in 1914, she would make the exploits of that ship look small. If Germany builds five more ships in the same class—as Germany plans to do—she will have a navy that no one can laugh at.

Thus, while Germany has strictly conformed to the treaty of Versailles, that treaty—or at least the sections of it limiting Germany's navy has abruptly become a scrap of paper.

£7,000,000 JEWELS IN A CHINESE TOMB.

DEAD EMPRESS WRAPPED IN ROPES OF PEARLS.

Jewels of fabulous worth, far greater in value than those entombed with Egyptian kings, are believed to lie buried with the rulers of China.

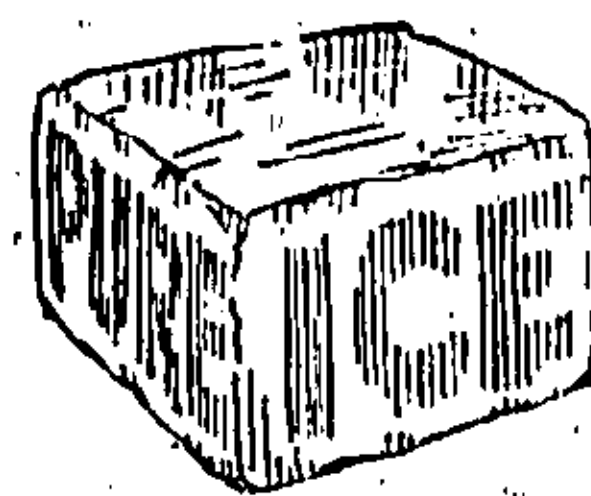
Dragon Throne royalties for 3,000 years were buried in stone or earth with gems and precious metals.

The immense value of these riches, which lie buried may be appreciated by the contents of the sepulchre of the Empress Dowager Tzu Hsi, which was looted by Manchurian soldiers when they retreated from Peking last year.

Chinese newspapers then estimated the valuables taken from several tombs at Tung Ling were worth £4,000,000. This amount is better than any battle-ship can make. The finest of the British dreadnoughts can only do 25 knots. Thus, if the Ersatz Preussen should encounter battle-ships more heavily armed than herself she could get away from them unharmed.

A tribunal which will try the grave robbers will investigate the total. From the diary of the favourite servant of the Empress Dowager it has been learned that jewels valued at no less than £7,000,000 were buried with her.

Li Ying-chow, a grand-nephew of the favourite servant, indignant at the desecration, makes public the diary and its record of



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treasures entombed with her:

For her to rest on, a mattress of gold thread embroidered with pearls; over that a silk coverlet strewn with a layer of pearls; over this, lace with pearls woven into a figure of Buddha; at her head and feet, jade carved as lotus leaves.

On her robe were strung pearls on gold thread; her jacket was embroidered with these gems from Eastern fisheries, and a rope of them circled her body nine times.

Eighteen pearl images of Buddha were laid by her arms. A chaplet of pearls was set on her head; Gold, jade and gem Buddha, 108 of them, were laid by her side; 200 gems carved as peaches, pears, apricots, dates, and three melons of jade were placed at her feet.

A gem portraying a growing lotus was at her left side; on her right was a coral tree. Interlaced in the coffin were filled level with pearls and gems, a pearl network was over all.



Here is a striking picture from Paris of the obsequies of the late Marshal Foch, illustrating the people's tribute to the great war leader at the Arc de Triomphe. The body of Marshal Foch was taken to the Arc de Triomphe and the draped bier placed upon a gun-carriage beside the Tomb of the Unknown Warrior to lie in state. Our photograph shows the scene at the Arc de Triomphe, with a file of mourners passing the Tomb to pay homage to the dead leader. The coffin was afterwards removed to Notre Dame in readiness for the funeral ceremony and the burial in the Invalides near the Tomb of Napoleon. (Times copyright).

Smart Fashions For the Seaside.

*Beach Attire Promises Gaudiness,
And the Prevailing Color Is Yellow*



A Large Hat
Of Yellow Leghorn
And Brocaded Shoes
Conspire With This
Flowered Chiffon Dress
To Make a Chic
Resort Outfit

Costumes From
Berndorf-Goodman,
New York
Shoes from Shoecraft,
New York and Palm Beach.

DAME FASHION dictates that the favourite beach colour this season is to be yellow. There will be yellows of the oranges, yellows of the grapefruits, yellows of the sands.

There is decided femininity in the new mode—little touches of smartness in the form of lingerie collars on tennis frocks, little fancy lacings, bows, buttons or modernistic motifs on the bathing suits that used to be so dreadfully plain.

Beach attire promises to be extremely gay, almost gaudy. Pyjamas will be the popular lounging outfit, with such a range of styles that it is difficult to sum them all up.

If the fabric chosen is plain-coloured, whether of wash satin, cashmere, turkish towelling, flannel, taj (natural rajah) or other novelty goods, the pyjama ensemble may take an unusual cut to its sleeves, it may have wrap-around coat with novel fastenings, collars that are capes, hoods or what-nots, soft, feminine blouses with jabots and all the trimmings of dress-up things and trousers that lace up, flare, have ruffles and flounces.

BATHING suits are usually either the little shorts and tuck-in uppers or they are figured, fancy skirted trilles that look like little party dresses, only made shorter. The jersey ones are apt to have that new neckline, the decollete that gives a girl the same shade of tan all down her back. Moreover, they favour yellow, flesh and white, in the order named.

Since pyjamas are the accepted day-time wear for the beach, sports things for morning confine themselves to participator costumes. There are tennis frocks, riding clothes, golf things and archer outfits.

The one-piece frock still holds its own for sports, but it has changed its character to do so. It always has fullness now. Tucks go all the way around. Godets may be in the back as well as the front. The sleeveless frock is still good. But it has a collar, practically always, or an oddly cut neckline.

Flowered chiffons with big floppy hats and smart footwear are the accepted afternoon mode.

GAY modernistic motifs, handlocked on a yellow background, give zest to the silk of the dressy little bathing suit on the seated figure at the bottom of the page. It has a sailor collar and knotted tie. The kerchief borrows one of the motifs and enlarges it for its decoration. Beach shoes high-heeled ones—are fashioned of the same silk, taj.

The bathing suit at the extreme lower right is one of the new flannel shorts and jersey tuck-in-top style. It is white, laced with red ties on both hips. It takes its matching beach shoes, too, also with heels, white kid-skin with red thongs lacing them all around the heel, just like the shorts. Over this suit, Milady wears a little beach jacket of colourful red, white and blue woolly figures on a navy background.

For the lounging suit at the extreme lower left the companionate idea of having the trousers, coat and motif on the tuck-in upper match is again employed. These beach pyjamas are of hand-blocked taj.

There we see an early American Indian design worked out in tawny tones, with a tangerine shade the predominating one. Clogs of the fine tangerine coloured kid with high heels accompany this outfit.

FOR easy morning wear, there is the little white frock, with a hand-blocked blouse, of unusual design, shown on the girl sitting on the wall. The hand-blocked portion of the blouse runs from the left centre around to just behind the right shoulder. It is a modern interpretation of a scene of trees and clouds, all gorgeous greens and blues. A stripe of blue and a little one of green outlines it against the rest of the white frock.

The skirt is accordion-pleated all around and the shoulders extend out a little to simulate cap sleeves. A silk hat with a fluted brim tops it. With this there are shoes of white kid with just the right green tipping them and lacing them.

The tennis frock on the standing figure at the bottom of the page is white, crepe de chine and blouses all around over a tricky little double belt of self-material that ends in a little pleated jabot end on one side. The skirt has stitched tucks to form a skirt yoke and then flares to great width.

The square neckline has a little pleated collar in the back that makes a capelet. Over one shoulder this collar extends down, slips through a little slit in the blouse and flares into a jabot. A coat, kerchief and shoes of gaily figured taj enliven this simple frock.

FOR a shopping trip, or a morning saunter, linen plays an important role this year. The yellow linen suit at the upper right grows quite tailored with pleated panels in the back and front of its skirt and a severe little cardigan that has a belt stitched onto it, fastening with a pearl buckle.

An overblouse of exquisite white silk completes this and a yellow felt hat, with one side wider than the other, tops the costume, trimmed as it is with white grosgrain ribbon that ends in the back with a bow.

Shoes for this costume match the chic envelope purse, novelty straw in yellow, with white kid trim.

The graceful flowered chiffon afternoon dress at the upper left has a lemon yellow background, with pastel coloured flowers in it. Its tiered skirt has concentrated fullness and length on the left side. And it has an unusual capelet treatment that simulates a sleeve on one arm and just a collar on the other.

The one-strap sandals, with their graceful cut, are fashioned of a material new in footwear—brocaded damask. These are a very fine pattern, little pink, blue and other coloured flowers on a spray against a yellow background that just matches the gown.



A Yellow Linen Sports Suit
Is Charmingly Completed
By Spectator Sports Shoes
In White Kid and Yellow Linen



Beach Pajamas
Of Hand-Blocked Taj.
A Gay Coat and
High-Heeled Clogs
Top a Bathing Suit
Of White Jersey

A Blouse of White
Crepé de Chine,
Hand-Blocked in Tones
Of Green and Blue,
Has Harmonizing Oxfords.

A Gay Linen Coat
And High-Heeled
Bathing Shoes
Are Worn With
White Bathing Suit

A Hand-Blocked Silk
Bathing Suit
Has Its Gay Design
Carried Out in
Cap and Shoes

The Sports Ensemble
At the Left
Has a Coat, Kerchief
And Shoes of Taj
To Enliven a Dress
Of White Crepe de Chine

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

April 27th, 1929.

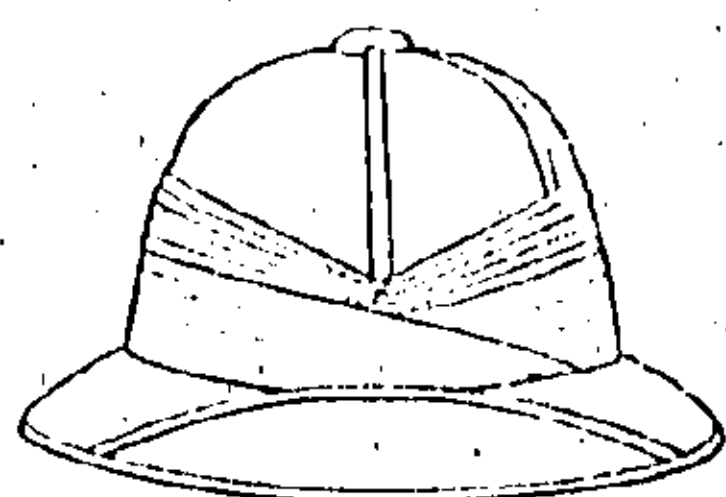
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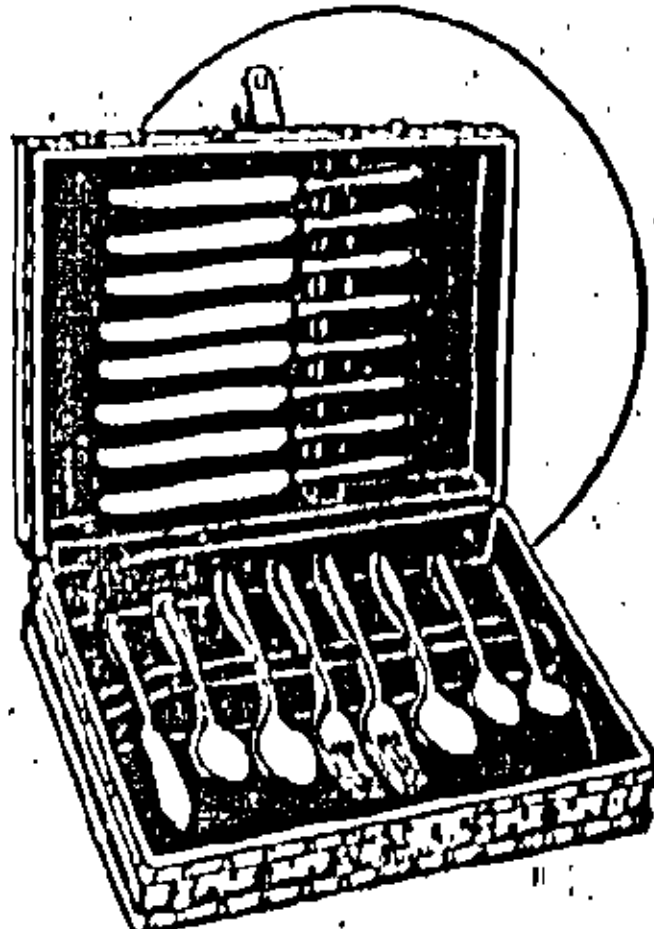
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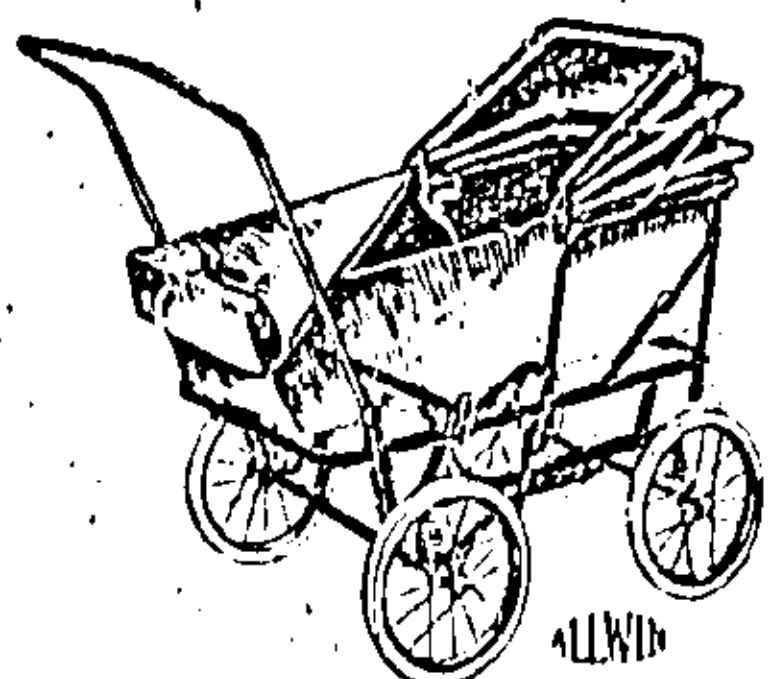
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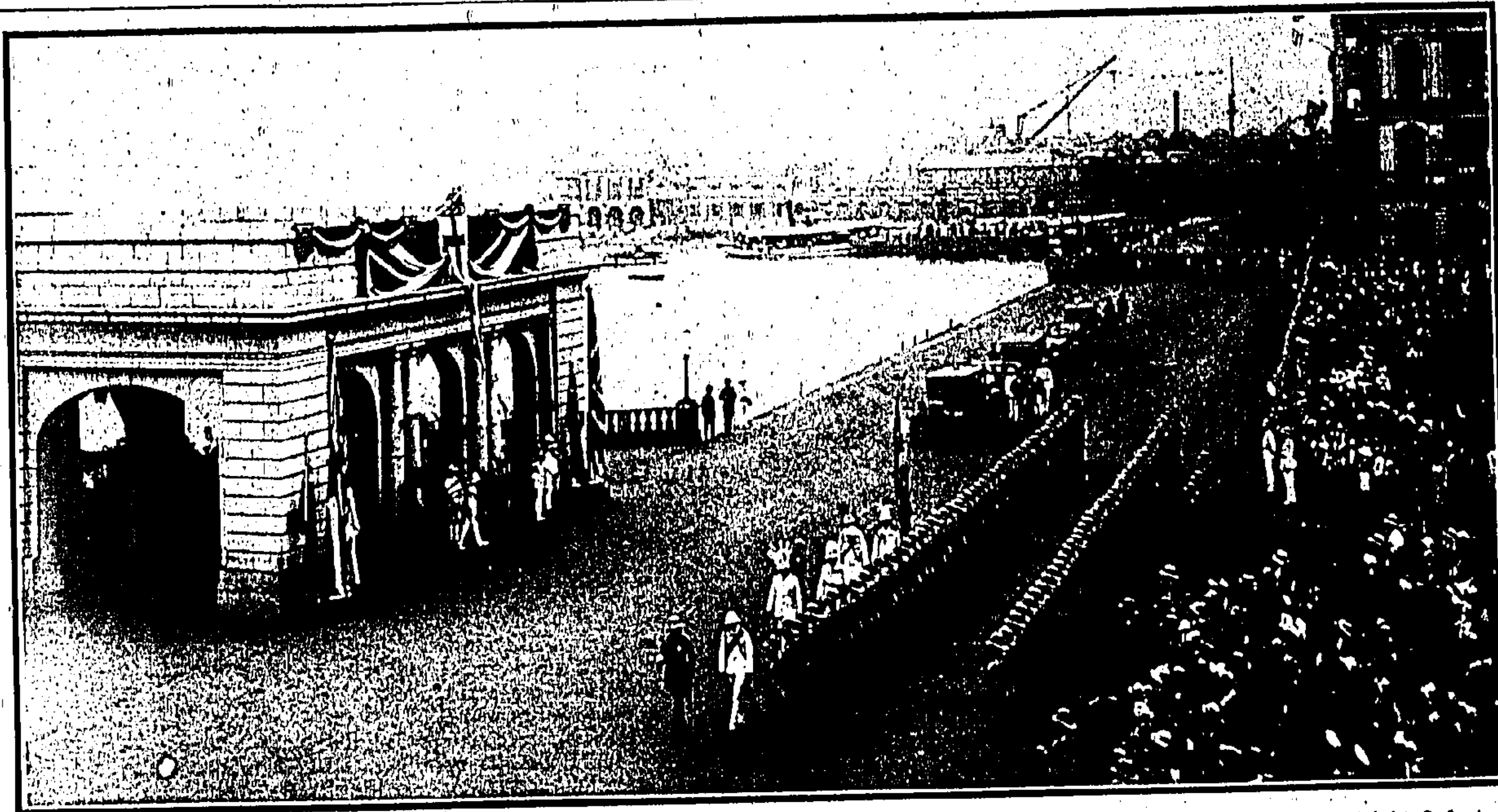
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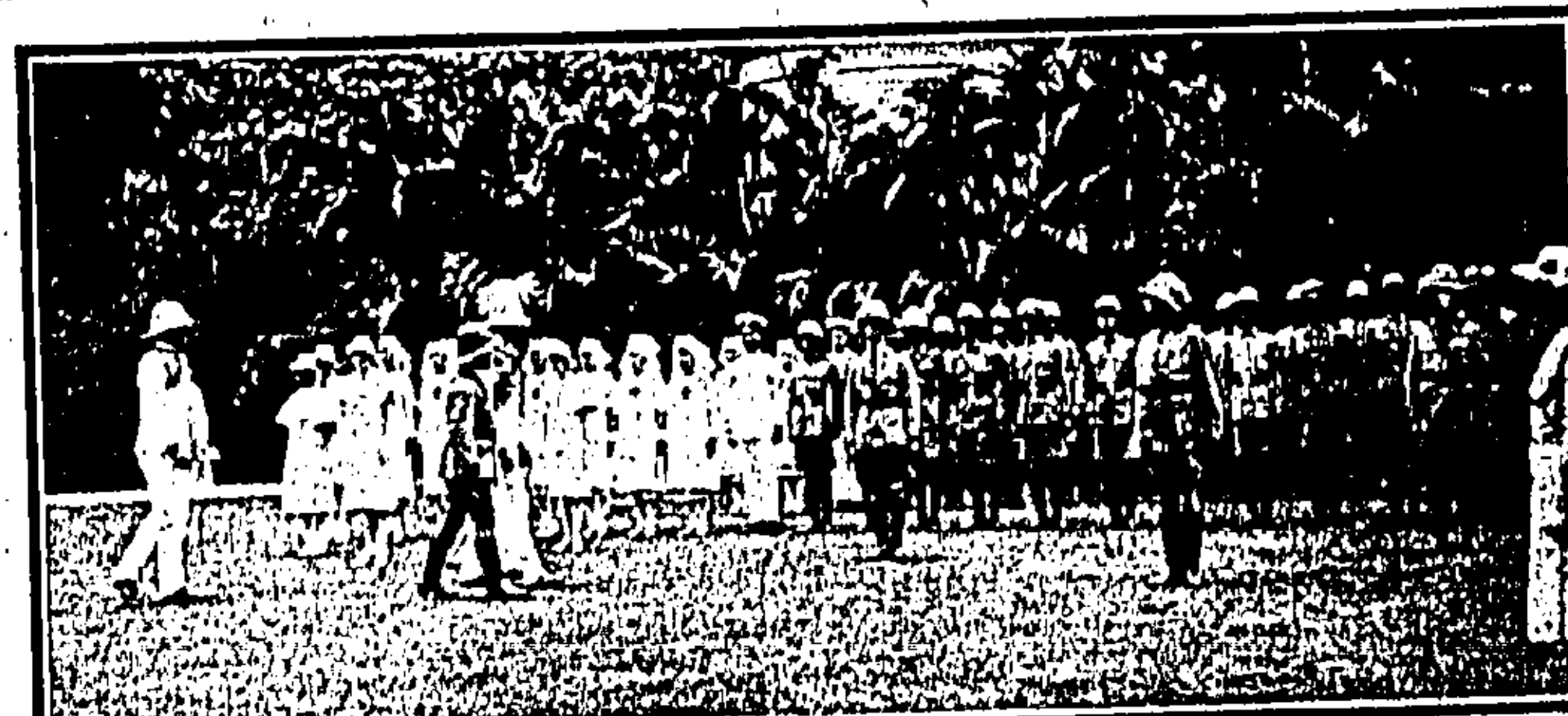
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Above is a fine general view of H.R.H. the Duke of Gloucester inspecting the Royal Guard of Honour drawn from the Somerset Light Infantry just after making his official landing at Queen's Pier on Thursday. (Photo: Mee Cheung).



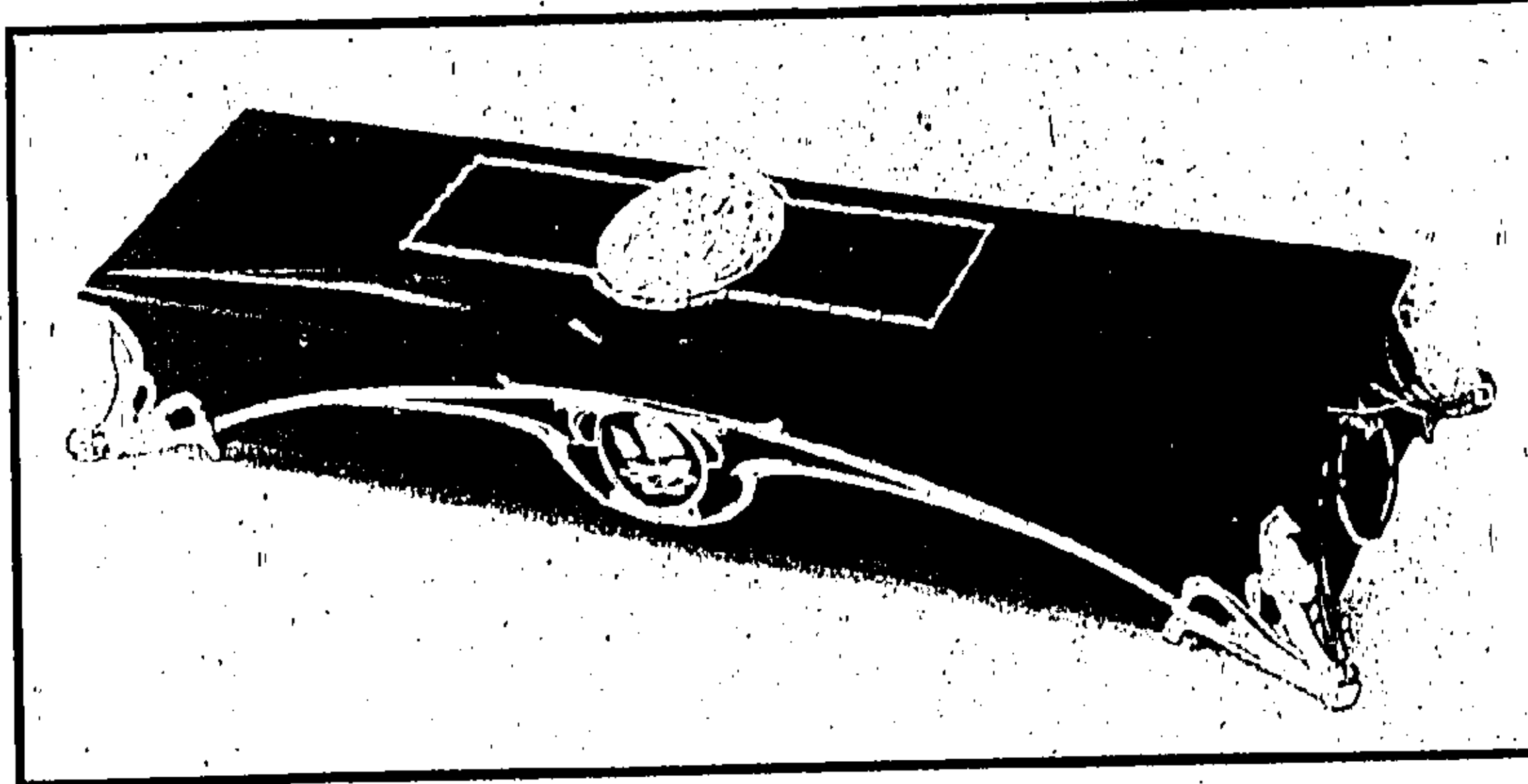
The Duke of Gloucester is here seen in company with Mrs. Southorn about to inspect the Girl Guides at Government House. (Photo: Mee Cheung).



His Royal Highness with Mr. E. Ralphs inspecting detachments of the St. John Ambulance Brigade at Government House. (Photo: Mee Cheung).



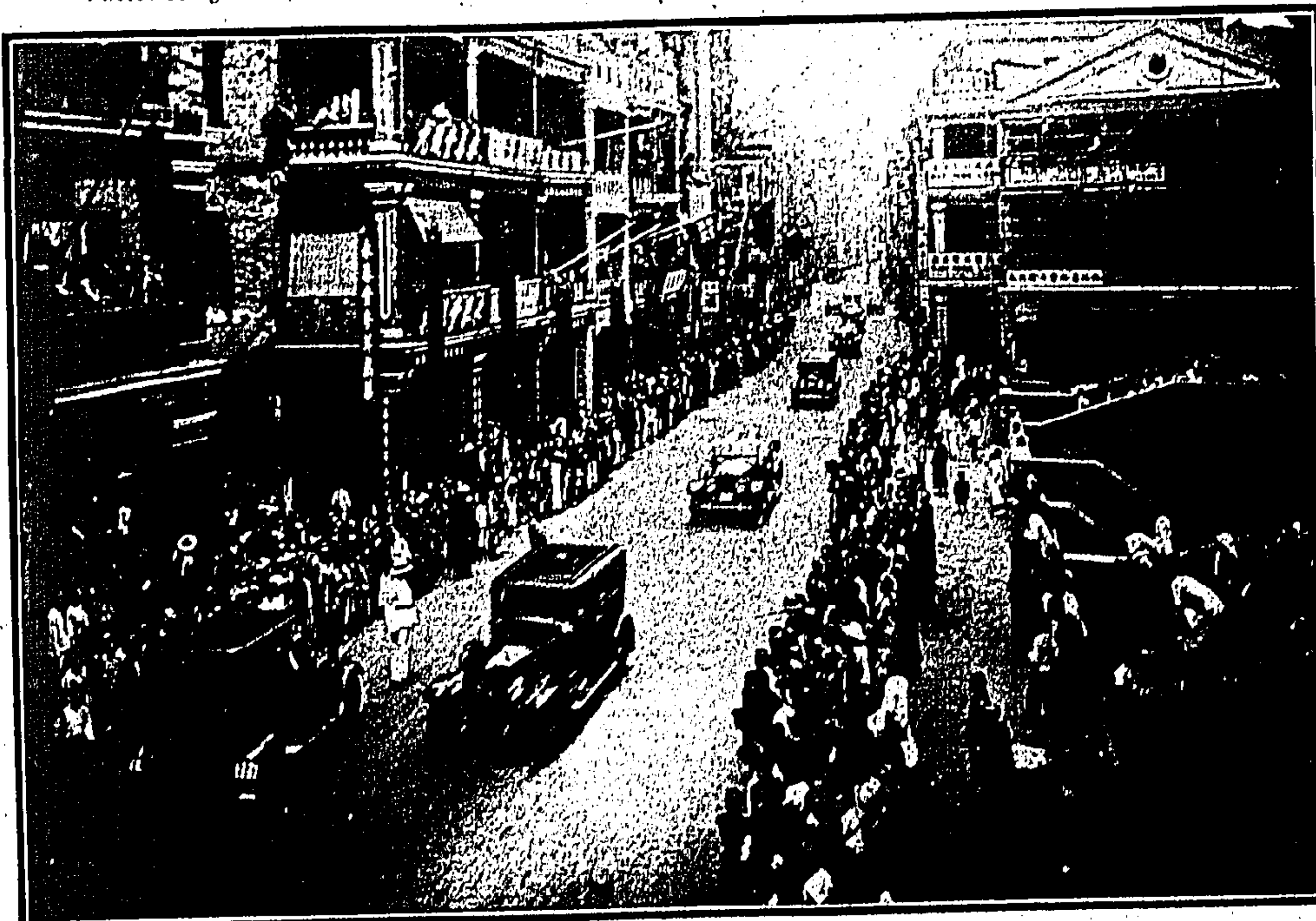
H.R.H. with Captain Strachey, M.C., officer in command of the Somerset's Guard of Honour. (Photo: Ming Yuen).



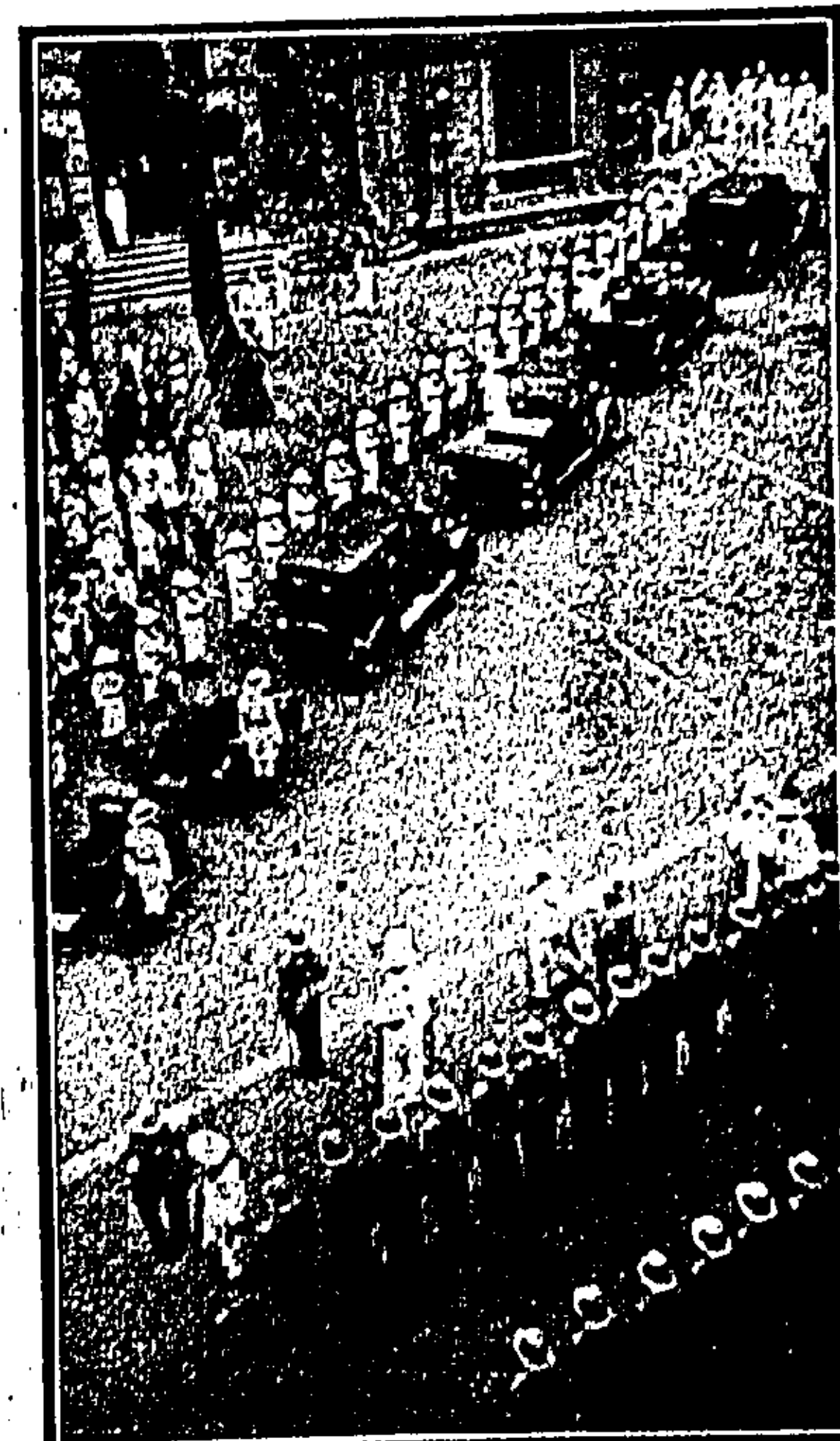
The blackwood and silver casket which contained the Address of Welcome from the British Community, presented to the Duke at the City Hall.



The Duke and H.E. the Governor snapped just after the official landing. (Photo: Ming Yuen).



The Royal visitor and his suite passing the Central Market during their brief motor trip through the Western and Central Districts en route to the City Hall for the main ceremony of the day on Thursday. (Photo: Mee Cheung).



The Duke inspecting the K.O.S.B. Royal Guard of honour outside the City Hall just before the presentation of addresses of welcome in the Theatre.

CHRYSLER HISTORY.

Humble Origin.

Renting of motor cars is one of the oldest customs in the automobile industry. Insurance of it are traceable as far back as 1905. It grew steadily as more and more persons learned of its advantages and took the opportunity to hire machines, both for business and pleasure.

The advantages were obvious. The idea enabled a salesman, for instance, to make more calls, to carry a large assortment of samples and to save himself an appreciable amount of physical drudgery. It enabled the general public to go where and when it wished—in individual transportation.

Out of this early custom have grown two important commercial uses of the automobile of to-day—fleet-ownership and the "Drive-Yourself" renting system.

Merit Special Attention. Chrysler officials have given especial attention to the development of these two branches of present automobile practice. In both fields their cars have enjoyed an exceptional demand. The

latest summary made by J. W. Frazer, Chrysler sales manager, shows that 500 nationally known American business organizations have Chryslerized their motor car fleets. The same car, in the last few years, has also become one of the leading cars in the garages of renting companies.

Chrysler's popularity among fleet-buyers is attributed to its exceptional adaptability for their needs. Characteristics for which the Chrysler is especially noted—quick getaway, rapid acceleration, easy handling in traffic and parking, reliable braking ability and economical operation—have led to rapidly increasing use by concerns operating large fleets of cars which must meet the rigorous demands of salesmen and others who travel constantly.

Traditions of the "Drive Yourself" renting business traces its origin to a casual borrowing of an automobile a dozen or more years ago by an acquaintance from Joe Saunders, then an Omaha real estate dealer. When occasion required a second application in one day, it is said that the borrower offered to pay for the accommodation. The suggestion was courteously declined. But an idea of the possibility

of renting cars dawned on Saunders and proved to be the seed from which grew to-day's great "Drive Yourself" system.

Many Problems.

The new business encountered many problems. It attracted the attention of automobile thieves, hoodluggers, wreckers, speed fiends and other classes of objectionable drivers. But experience showed the way to deal with all difficulties and, ultimately, the present highly successful and rapidly developing system was evolved.

To-day, tourists, travelling and local salesmen, professional men, real estate brokers, representatives of public service companies—in fact people in every walk of life—use the system as regular patrons.

In this development of motorizing, Chrysler has also established itself as a leader. More than 3,100 Chryslers are in use by renting companies, in numbers ranging from one to 300. The latter represents the number used by the Saunders Drive-Yourself system, now the largest concern of its kind in the world. With 83 branches in 60 cities—from Washington, D. C. to Denver, and from Milwaukee, to Mobile, Ala.—its cars are driven nearly 20,000,000 miles annually by hundreds of thousands of drivers during every possible condition of weather and roadways.

Million Dollars a Year.

Joe Saunders, Vice-President of the system, in a letter to the Chrysler Sales Corporation, says: "The fact that we have purchased during the past year one million dollars worth of Chryslers, that we use more Chryslers than any other make, and that we are continuously adding more Chryslers than all other makes combined, should be complete evidence that we believe Chrysler delivers the most satisfactory and economical transportation."

"Our accurate and standardized cost accounting methods have reflected 11 per cent. greater mileage per gallon of fuel for Chryslers, and also a reduction in maintenance cost. Our customers, as well as we, are highly pleased with the beauty, performance, ease of handling and riding, dependability, safety and long life of Chrysler. In fact, in our business, the economy of operation would be of no avail without sustained popularity of the car with the general public."

AT BROOKLANDS.

Studebakers and Erskines.

FAVOURABLE SHOWING.

London, Mar. 10.

Brooklands, famous British motor speedway, was the scene of a series of trials recently to demonstrate the high speed reliability and endurance of Studebaker and Erskine cars. The tests were made with strictly stock model enclosed cars and amateur drivers, and were held under official observance of the Royal Automobile Club.

In the first test run an Erskine Six Sedan travelled 500 miles at an average speed of 58.8 miles per hour, or 500 miles in less than 512 minutes. An owner driver was at the wheel of the Erskine during the entire run.

The following day the second trial was held with a fully-equipped Studebaker Dictator Sedan which covered 500.3 miles at an average speed of 60.4 miles per hour, equivalent to 500 miles in 497 minutes.

A Studebaker President Eight Sedan, fully equipped, was selected for the third test. The President travelled 503 miles at an average speed of 71.2 miles per hour. The test was completed on a wet track in blinding rain.

The British trials are all the more remarkable since each was made with an enclosed model. They are but a few of many brilliant performance achievements made by Studebaker cars in the last year.

As a result of the great performance achievements of Studebaker cars Studebaker now holds every official American record for fully equipped stock cars, 11 world, 23 international and 48 official Australian records for speed and endurance.

CLEAN COOLING SYSTEM.

Radiator Flushing.

Flushing the radiator at regular intervals is a valuable and frequently overlooked item of car care which the owner should undertake. Any car will be the better for a cooling system washed clean of impurities.

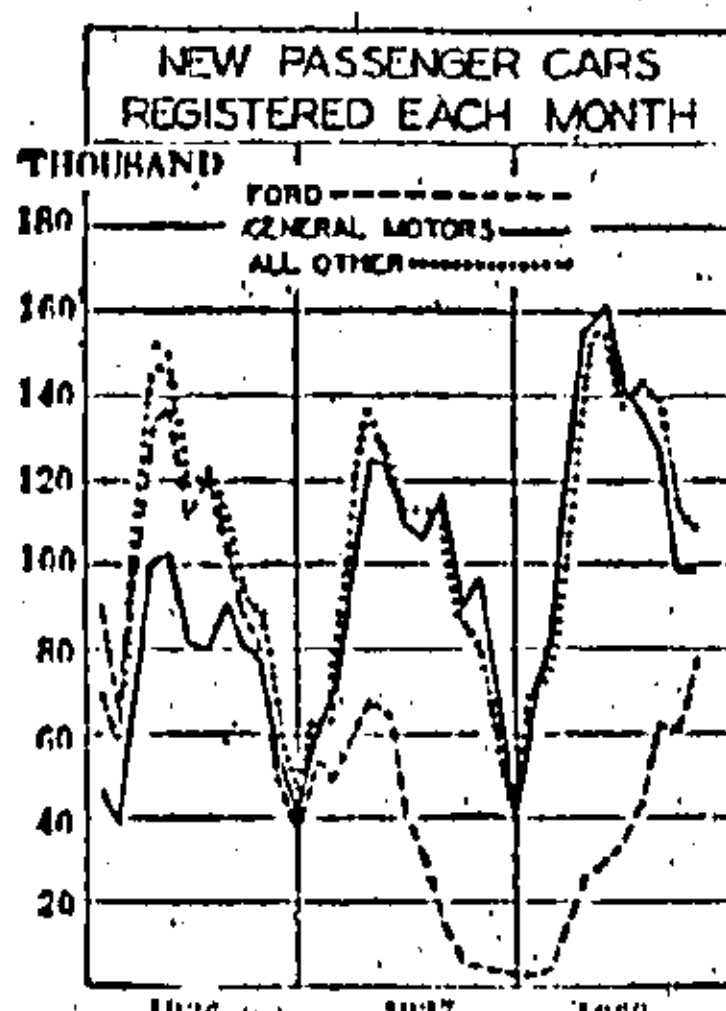
CLIMBING UPWARD.

Look at this diagram, and you have a picture of the automobile industry at a glance. It is a picture of passenger car registration for the last three years prepared by the statistical department of the Cleveland Trust Company and printed in a recent business bulletin of this firm.

Ford and General Motors production are separated from the others and compared individually with the rest of the industry. The result is enlightening.

Perhaps the most interesting feature of this diagram is the revelation how first Ford and General Motors practically controlled the trend of automotive registration. In 1926, as Ford went so went the industry. Since then, as General Motors went so went the industry.

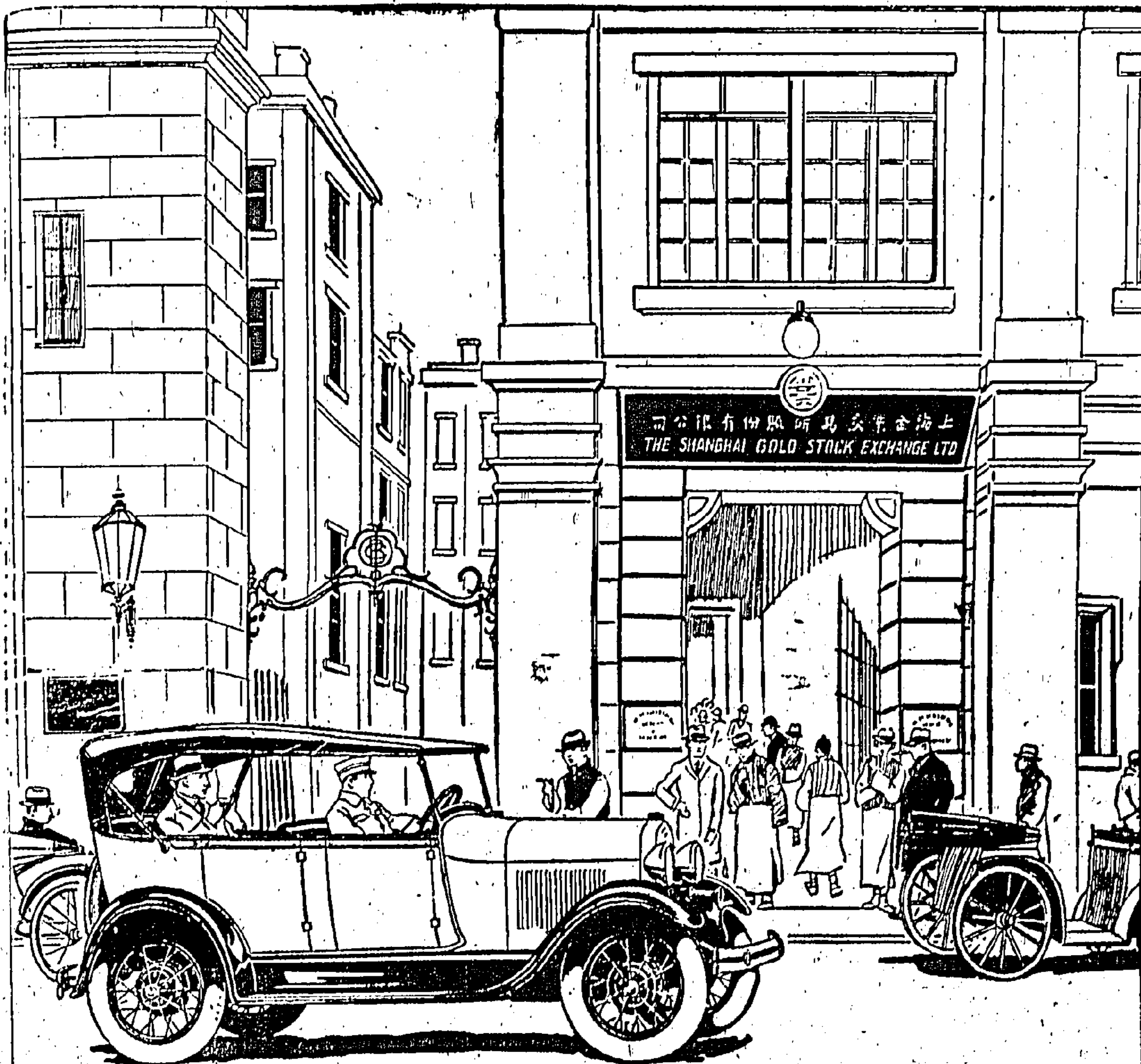
Now the upward direction of the Ford registration curve points to a great change in 1929. What will happen between Ford and



General Motors is only conjecture based on hope or fear, dependent on one's viewpoint.

But the positive sign is a quicker climb to a higher registration peak in 1929 than has ever been reached before.

The New Ford Phaeton



Hongkong Price: HK. \$1,400.00 (including Bumpers and Extra Tire.)



Features of the New Ford Car

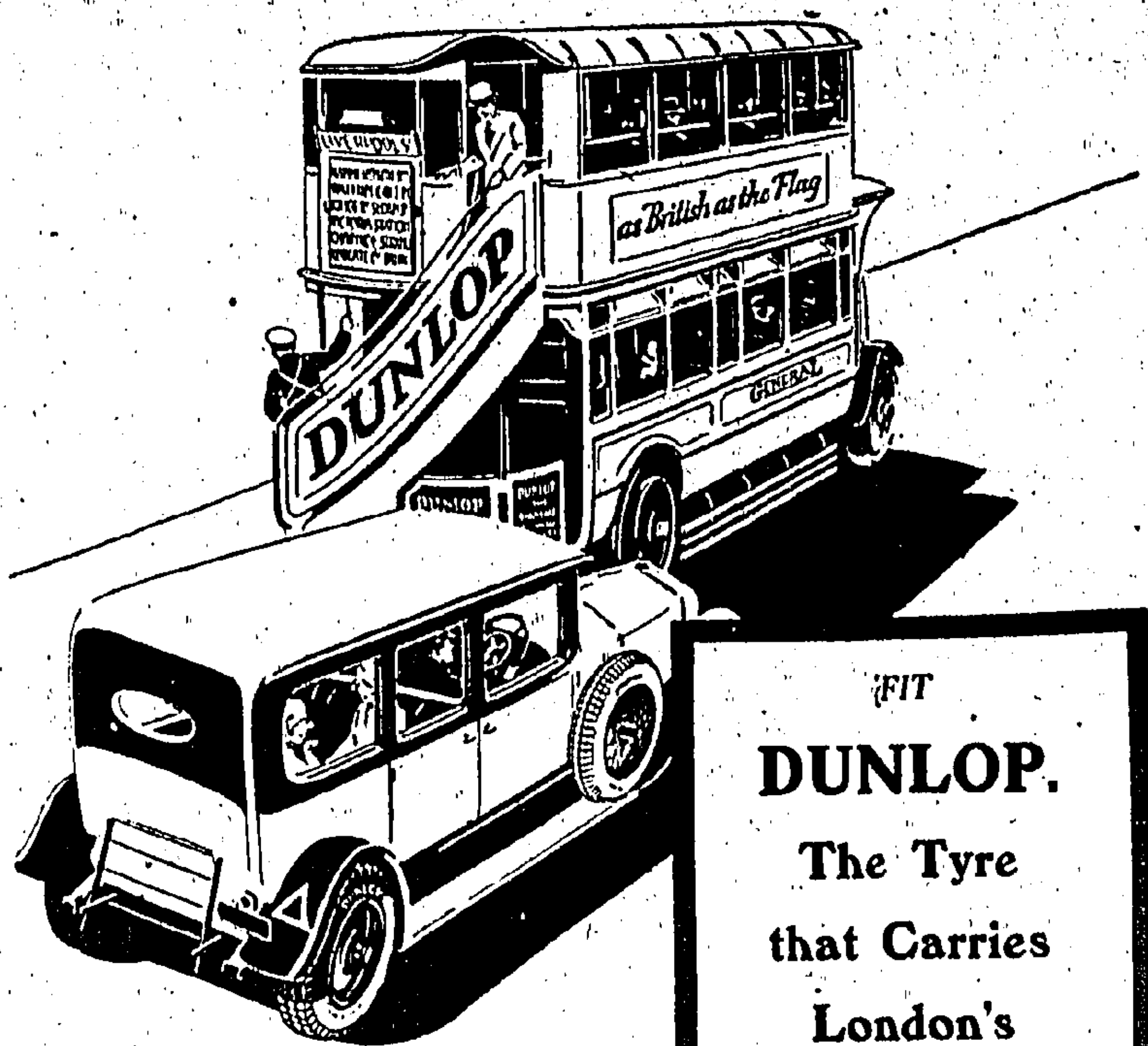
- Beautiful low lines
- Choice of Colours
- 55-65 miles per hour
- 40 horse-power engine
- Remarkable acceleration
- Smoothness at all speeds
- Silent, Mechanical, Internal-expanding six brake system, with all six brakes fully enclosed.
- Houdaille hydraulic shock absorbers, Triplex
- Shatter-proof Windshield Glass
- Economy of Operation.

RELIABILITY AND LONG LIFE

You will find the new Ford a comfortable easy-riding car. For dignified transportation, the Phaeton meets all personal and practical requirements.

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Authorized Dealers:—
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HINTS FOR THE MOTORIST

by
ALBERT L. CLOUGH

CALLING IN THE SPECIALISTS.

Time was, when anything whatever was wrong about a car, from a leaky tyre to a burned out ammeter, the obvious remedy was to resort to the nearest general repair shop, but this state of affairs has long since been corrected by the establishment in every good sized community of a service station for each of the principal makes of cars, where somewhat specialized information and service on cars of individual manufacturers can be secured. Despite this fact, too many owners seek the general repair shop, when better results could be obtained by doing business with the authorized representative of the manufacturer of the car one drives. But a very large proportion of all motor car troubles develop in units, which the car manufacturer did not build, such as carburetors, ignition apparatus, generators, starters, horns, batteries vacuum tanks, shock absorbers, speedometers and the like. It is very natural, of course, to take troubles with these accessory units to a general auto repair shop or to the service station of the car upon which the ailing accessory is in use, but generally speaking this is not the best thing to do. Better results are obtainable by resorting directly to the service station maintained by the manufacturer of the car, or other accessory which requires attention. Nearly every important city and town has an accredited representative of the more popular makes of these various kinds of devices, where expert knowledge and special tools and testing devices are at hand, and where genuine replacement parts are stocked. If one takes a carburetor or electrical trouble to a car manufacturer's service station, the chances are very large that it will be turned over by it to the factory representative of the accessory which is in need of attention, and time will be saved by going directly to headquarters. If the job is not turned over to the "specialist," more expense is likely to be incurred and less satisfaction secured. Every owner should post himself as to the makes of accessory units on

his car and as to the location of their nearest service stations and should make use of the specialized facilities which they afford.

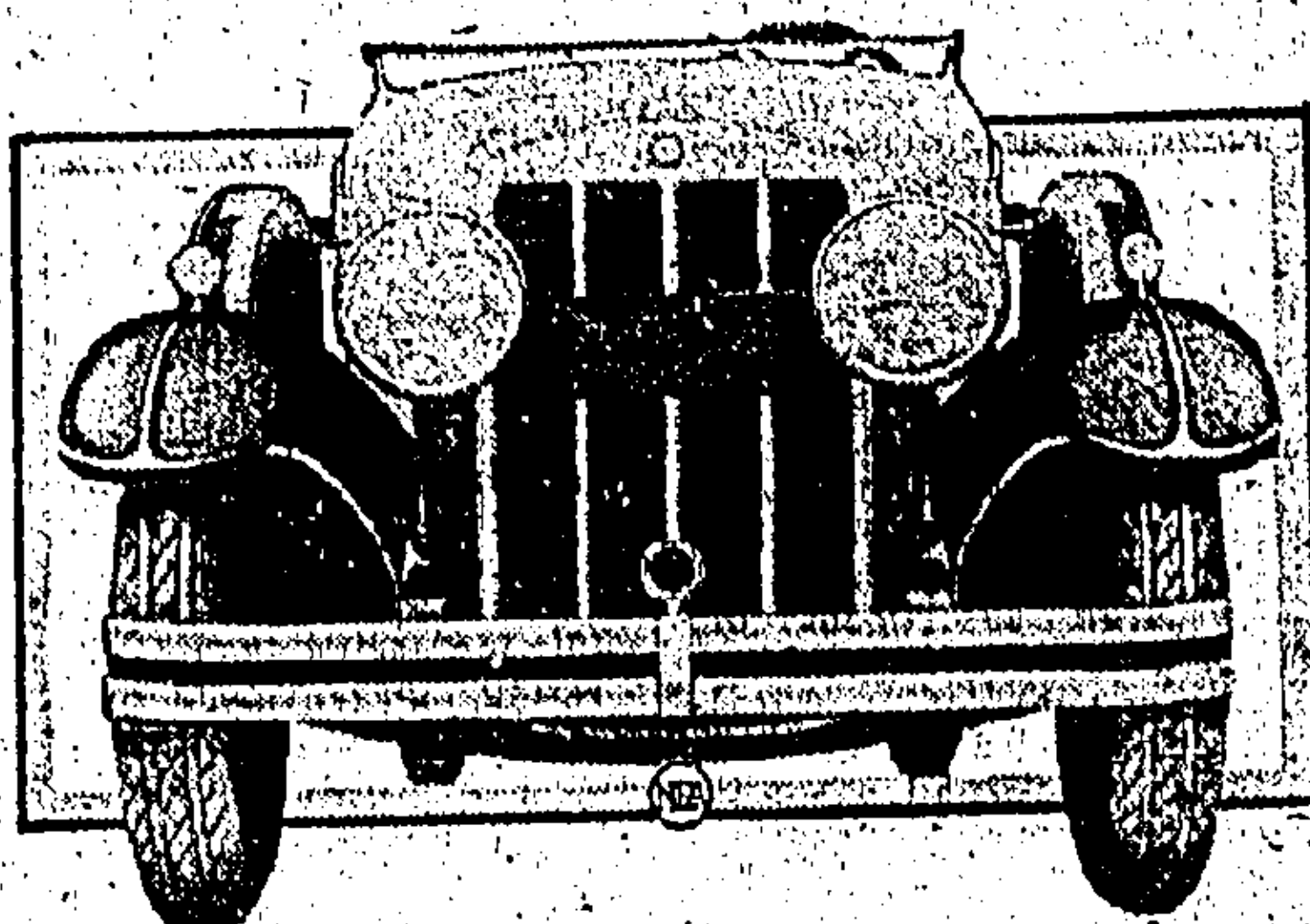
Question.—The pressure plate of the clutch in my car keeps on spinning too long after I push the clutch pedal, thus making it impossible to shift without grinding the gears. This trouble is more noticeable after the car is warmed up. I feel sure that I give the thrust bearing enough grease. Can you make any helpful suggestion?

Answer: If there is nothing wrong with the pedal action, which in some way reduces the extent of the disengaging movement and there is good lubrication of the throw-out mechanism, it seems doubtful if there is anything wrong in the clutch itself. On the lower gears, the transmission countershaft turns with the driven member of the clutch and one important factor in slowing down the rotation of these parts, when the clutch is disengaged, is the resistance offered to the turning of the countershaft gears, by the viscosity of the lubricant in which they run. If the lubricant in the transmission housing is very thin, the clutch parts and gears will spin much longer than if it is heavier and stickier. You may find that if you use a stiffer gear oil in the transmission, the clutch and gears will come to rest sooner. Please let us know if this suggestion does not help you.

Question.—There is a slight tapping knock in the front cylinder of the engine of my car, which can be heard plainly while it is cold, but when it is warm is hardly audible. The bearings seem to be tight and I had oversize wrist-pins put in a short time ago. What do you think causes this noise?

Answer: The most usual cause of knocks such as this, which cease when the engine becomes warm, is a piston which has somewhat too great clearance in its bore. Pistons run very much hotter than the watercooled cylinders in which

AIR-COOLED ENGINE.



The latest Model of the Air-cooled Franklin Car.

MAY TALK.

Back Seat Driver's Rights.

WARNING IS ESSENTIAL.

There are times when a "back seat driver" may criticize and be justified in doing so. His right to talk under certain circumstances has been upheld by many law courts in the U.S.A.

Courts in several States have held that it is the duty of a gratuitous guest in an automobile to warn the driver against dangers on the right or left or ahead. If the guest neglects to do so, the courts have declared that such guest is precluded from collecting damages from the driver because of his own

they operated and therefore expand considerably more than their cylinders, as the engine warms up. It sometimes happens that a piston, which is too loosely fitted, will have enough clearance to permit it to slap noticeably, while it is cool and contracted, but after it becomes hot, its diameter becomes sufficiently enlarged through expansion, so that excess clearance with its cylinder walls is taken up and the slapping ceases. We fancy that this is an explanation of your case.

contributory negligence. In a recent case it was held:

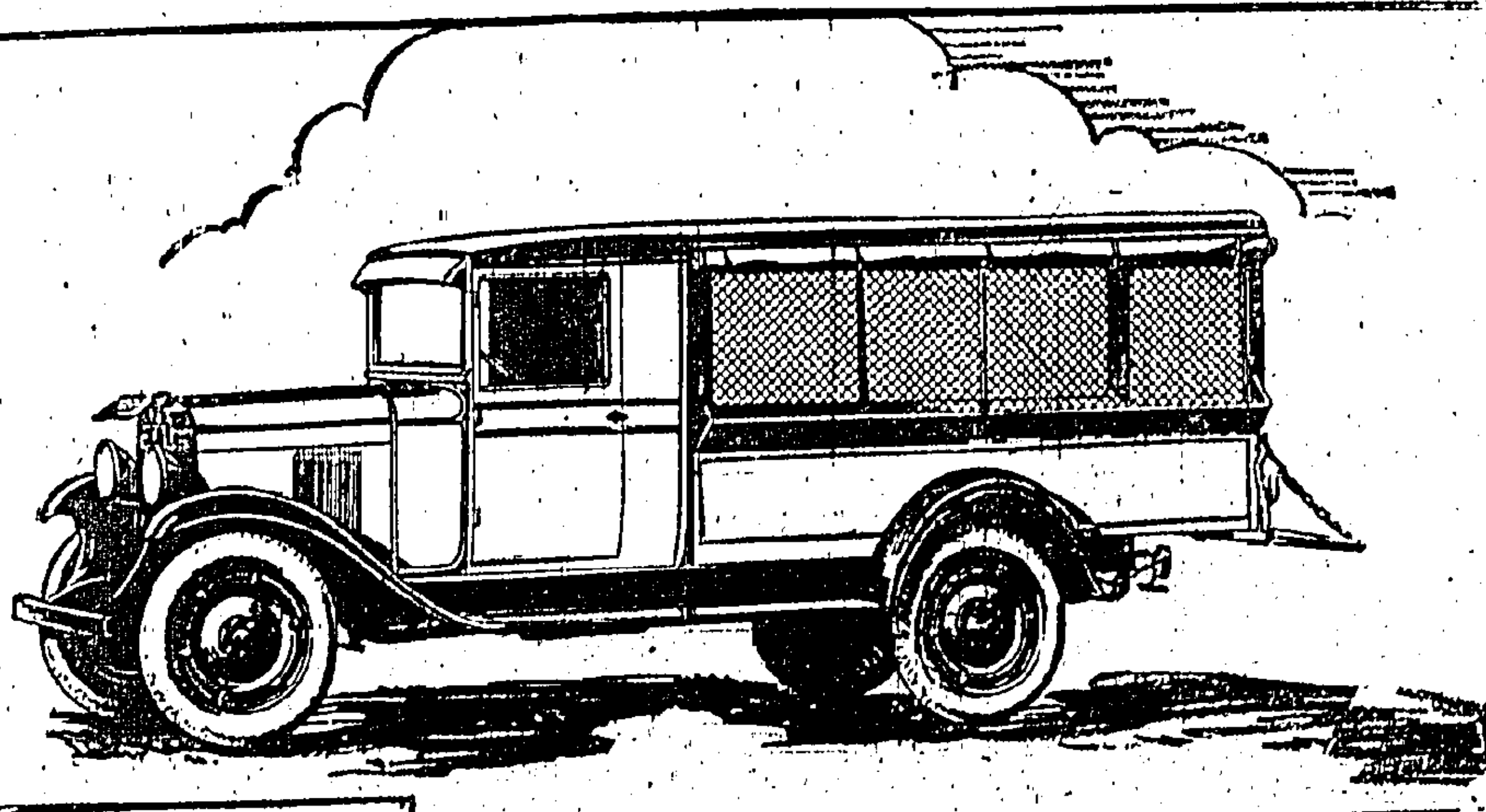
"It is the duty of an automobile passenger who, in the exercise of such due and ordinary care as would be exercised by a reasonably prudent and cautious man, sees or should see that the driver is negligent, to warn, caution, or attempt to persuade him from his negligent conduct, if a reasonably prudent and cautious man in the exercise of such care would have done so under the same circumstances, and a passenger or guest who, in the exercise of ordinary care, for his own safety, observes that the driver is going at an excessive speed, or that he is not obeying the law of the road or traffic regulations, and who fails to protest against, or prevent such methods of driving, may be guilty of negligence precluding recovery against a third person for injuries from a traffic accident."

It has also been held by other courts that a policeman off duty and riding in a car as a guest was guilty of contributory negligence in remaining silent and permitting the driver to drive at an unlawful rate of speed. He was denied damages against the driver for personal injuries received when a collision occurred.

MORE CARS FOR SWISS.

The estimated number of automobiles in Switzerland is 100,000. At the end of 1927, the car ratio in that country was one to every 45 persons.

SMARTNESS YOU CAN BE PROUD OF!



Those who own the New Chevrolet Truck remark on the attention it receives whether it is standing at the curb—winding through traffic—or carrying a capacity load with ease up a steep grade. Its new radiator and hood—its smart, full crowned fenders, its low set chassis, and its thoughtfully designed bodies help to assure an appearance of real advertising value.

Let us show you how this new truck will advertise your business for you.

**PRICE OF 1½ TON CHASSIS COMPLETE
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**The Outstanding
Truck of
Chevrolet History**

THE HONGKONG HOTEL GARAGE.



Get behind the wheel—and Get the facts
Test Buick
against any automobile in
the world—in all elements of
Performance — let results
on the road determine
your choice!

Winning more than twice as many buyers as any other automobile listing above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

That is the achievement of the thrilling Buick of today; and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance. . .

Thread through traffic. Soar over the hills! Throttle down to a walking pace. Rise to a brilliant sprint on the straightaway. Make a thoroughgoing comparison of power, getaway, swiftness, smoothness and stamina, in order that you may obtain full knowledge of Buick performance leadership.

Get behind the wheel and get the facts. With the facts in hand, we know you will get a Buick!

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Division of General Motors Corporation

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WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

THROUGH THE DRIVING MIRROR.

By Stephen Ware.

(With apologies to Alice through the Looking Glass).
[By Arrangement with the Morris Owner.]

"The great art of driving," the New Owner suddenly began, putting out his right hand and waving it to, and fro as he spoke, "is to obey the R. . . Here the sentence ended as abruptly as it had begun, and the car swerved violently on to the pavement and to rest against a lamp post.

Rules of the Road.

"No, nothing to speak of," replied the New Owner, gazing abstractedly at a crumpled wing. "Nothing dangerous, you know, and that's where the skill comes in. The great art of driving, as I was saying, is to obey the rules of the road."

As she helped him back on to the road once more, Alice could not help smiling to herself. "I'm afraid you haven't had much practice in driving," she ventured at last.

The New Owner looked very much surprised. "Whatever makes you say that?" he asked in an offended tone as he scrambled back into the driver's seat and absent-mindedly engaged reverse gear. "I've had plenty of practice. Any amount of practice," he repeated thoughtfully.

Next moment they were back on the pavement again.

"Did you notice," the Owner went on after a short silence, "did you notice that I was looking rather thoughtful just now—just before we left the road, you know?" he added.

How to Reverse.

Alice was still too nervous to make any reply, so he went on hastily. "Anyway, I was, you know, I was inventing a new method of reversing. Or rather a method of preventing oneself from reversing unknowingly," he corrected himself quickly.

By this time Alice had regained her breath. "What a pity you hadn't time to finish the inven-

tion," she cried. "You would have saved that second mudguard."

"As you saw just now," said the Owner, taking no notice whatever of Alice's interruption, "one of the great difficulties about reversing is the tendency to go backwards when you want to go forwards."

"But if you want to go forwards," said Alice, "you're not trying to reverse."

"But if you go backwards when you try to go forwards you are reversing," replied the Owner triumphantly. "You see," he went on, "I said to myself, 'going forwards is all right: going backwards is all right: so it's the lever that's wrong. There must be three levers—one for forwards, and one for backwards.'"

"That's only two," said Alice carefully, "and you said three. What is the third lever wanted for, I wonder?"

"I haven't really invented that yet," the Owner said gravely, "so I can't tell you for certain, but I think—what about getting on the road again?" he broke off, changing the subject abruptly.

Once back on the road again, the Owner restarted his engine and turning to Alice with a gentle smile said:

"The great art of driving is to nurse your clutch and your gears. Like this, you see," he continued. "First, I press down the clutch; secondly, I engage the lowest gear; thirdly, I gently release the clutch; at the same time pressing lightly on the accelerator, and we proceed to—"

Progress.

There was another silence. "We didn't get very far that time," said Alice soothingly, for the Owner looked so very offended that she began to feel rather frightened. The frown, however, gradually left his face.

"Not very far," he repeated. "No, certainly not very far. But we didn't go backwards, at any rate," he cried gaily, "and that's something gained."

"That is ridiculous, you know," answered Alice very decidedly.

SURPRISE CAR.

Four-seater for £140.

ASTONISHING QUALITIES.

The Birmingham Small Arms factory is launching the season's motor-car surprise, a £140 four-seater with front-wheel drive, independent springing, fabric body, four cylinders, and nine horse-power.

The *Daily News* says it has been fully tested on the road for more than a year, with astonishing road-holding qualities. Agents expect the first deliveries within three months.

"We couldn't very well gain by standing still."

"Couldn't we?" replied the Owner thoughtfully. "I am not so sure of that. However, as for standing still, it was the brake that caused that, you know. It's a special brake of my own invention. So many brakes fail to go on properly that I invented one for myself. My brake never fails to go on." Then he added, rather anxiously Alice thought, "But it sometimes fails to go off, I'm afraid."

Alice's Apprehension.

The poor Owner looked so upset, and remained silent with closed eyes for such a long time, that Alice got out of the car and started to walk off. But she had only taken a few steps before the Owner opened his eyes. Seeing her standing several yards away, he started up his engine once more, and, waving his hand to Alice, began to move jerkily along the road.

"The great art of driving," he began, his voice growing fainter and fainter as he drove away, "is to look out for the other fool! You never know when some-

"It won't be long before something happens to him," thought Alice as she watched him swerving gently from one side of the road to the other. "There! On the pavement again! However, he seems to get off again pretty easily. That comes of having so much practice, I suppose," she said to herself gaily.

So she went on talking to herself until she saw the New Owner extend a warning arm rigidly to the right, and, turning sharply to his left, pass out of her sight.

TRUTH WILL OUT.

A bunch of the boys were swapping their lies at a gas and oil hotel.

(With the greasers listening goggle-eyed to the tales that each one could tell)

Of millage run and the speeds they'd made and of tyres that would never wear.

When a car pulled into the gas-pump's shade and stopped at the sign: "Free Air."

"Not 'laddie,' the driver firmly said, 'I will not buy your fuel.'

My car's on a better essence feed, and it kicks like a full-grown mule."

Said the salesman: "Sir, we only stock the very best that's distilled."

"Then list," said the driver, "and do not mock." And the gathering listened, chilled.

"By a happy chance—which I first thought ill," the newcomer began.

"I discovered how I, without a still, but with merely a frying pan

Could produce this potent spirit with which I fill my tank to the brim."

He borrowed a match, gave his pants a hitch, found a seat—and this came from him.

"Marooned afar with an empty tank and never a pump in sight,

I faced with a heavy heart that sank, the thought of a lonely night.

When I noticed that all around me grew potatoes—gone wild, but good,

And I fished out my pan and grease to get some solace, at least, from food.

"Then I thought of the fact that alcohol could be got from each living plant;

And I thought of a tag I'd learned at coll.: 'There's always a can till it's can't,'

So I dropped all the smallest spudlets into the tank through the filler spout.

Set a burning pan of grease beneath, and watched till the flame burnt out.

"That is all. Yes, the tank was nearly full of a marvellous brand of dope,

Which gives to my motor a speed and pull for which you can never hope;

Now, always I use it. I only need these special spuds and a fire."

Then a tall thin man who had given heed turned away, and he muttered: "Liar."

The stranger jumped for his car in a huff, kicked his starter a savage smack,

The muffler choked, then a vicious puff burst from the exhaust with a "crack!"

From the tall, thin man came a ghastly cry, and he fell in a pool of blood—

You may, as we did, ask how and why was he shot through the heart by a spud?

DON'T BOAST.

Watch the Oil Filter.

THE NEED FOR CARE.

Our automobiles have become so highly developed and foolproof that we are prone to fall into the trap of taking them too much for granted. Many a motorist has boasted: he hasn't lifted the hood of his car although he had driven it ten thousand or more miles.

This is truly a wonderful record and one worth boasting about, yet it points to something that is happening beneath that hood which ordinarily should be guarded against before the motor breaks down. Parts are wearing in that motor, despite the many automobile precautions installed there, despite air cleaners, fuel strainers and oil filters.

These parts are what enable the driver to maintain his boast of driving without thought of the motor, yet just these parts have to be watched and renewed before they break down and fail to guard the motor against trouble.

Take the oil filter, for instance. Before this accessory was installed in automobiles motorists were advised to change their crankcase oil every 600 miles. Now, thanks to the filter, motorists may run along with the same oil in the crankcase for 1000, 2000, even 3000 miles, without harming the engine.

But—and here's the point—that's provided the filter is working efficiently. It is obvious that the longer a motor runs, the longer does oil strain through the filter and the more dirt and grime from this oil remains in the little accessary. The result is, that after about 10,000 miles of driving, engineers consider the filter is about ready for a cleaning or renewal of its working parts. By that time it has collected so much grime that all its channels have been clogged up and the oil, instead of being washed clean of its impurities, actually gathers more grit from the over-used filter and passes it on to the motor.

Lubrication engineers say the oil filter has lost its efficiency after 10,000 miles use. If it isn't serviced, and the car is kept going, the motorist would have to return to the practice of changing his crankcase oil every 600 miles.

That's quite costly, it has been estimated. The average motorist, it is pointed out, saves \$20 a year on oil alone out to mention the saving on wearing parts, by proper use of the filter. This is how this saving is figured:

Before introduction of the oil filter, oil was changed every 600 miles, which meant 20 changes a year, based on the average of 10,000 miles driving. Twenty changes, averaging six quarts a change, at 30 cents a quart, would cost \$240. With use of the oil filter which occasions changes of oil at every 3000 miles or so, the cost would be only about \$7 a year. Thus the saving is calculated at \$220 a year.

And that doesn't include the saving of wear on the moving parts, due to the filter's assurance of grit-less oil.

That assurance, it may be repeated, depends, however, on a working filter—one that is serviced every 10,000 miles.

COLOUR BLINDNESS.

Common Among Motorists.

WOMEN IMMUNE.

An assertion that 25 per cent. of men were colour blind, but that no women were colour blind, was made yesterday to the Royal Commission on Transport, presided over by Sir A. Griffith-Boscawen.

Mr. Mervyn O'Gorman, on behalf of the Royal Automobile Club, was questioned upon the opinion he had expressed that there should be lines on pavements to limit the space occupied by people gazing into shop windows.

He replied that in order that pedestrians should not be run over they should walk on the left side of the pavement, but their complaint was that they could not do so as people were always shopping.

Mr. O'Gorman stated that he was not in favour of a test before a driving licence was issued. He did not think it would add a fraction to the safety of the public on roads if driving tests were introduced.

On the point of coloured warning lights on cars, he declared that red ought to be abolished as an indication of danger.

Mr. Walter Smith—You could not have different systems of colour for different systems of traffic. It would mean a complete revision of the whole system.

Mr. O'Gorman replied that 25 per cent. of men were colour blind, but no women were colour blind. He thought that a man who was completely deaf was well able to drive a car. Speed limits were opposed to the whole principle by which safety could be ensured. Motorists should be warned by signs as to the nature of the road they were approaching.

Pedestrian's Dilemma.

Mr. O'Gorman, in regard to traffic control, remarked that he did not think the training of a policeman put him in a right frame of mind to organise a traffic flow. He was not convinced that automatic signals could be worked effectively in such an irregularly laid out city as London.

Sir Matthew Wallace asked what a pedestrian was to do when he wanted to cross a busy road with two-way traffic.

Mr. O'Gorman—Get run over, I suppose, unless he shows what his intention is. If he refuses to show his intention he has got to be run over.

Sir M. Wilson—If there is only one pedestrian, what is he to do?—If only one pedestrian wanted to cross the road he would be such a phenomenon that motorists would stop to watch him.

What signal should he give—There should be some agreed signal.

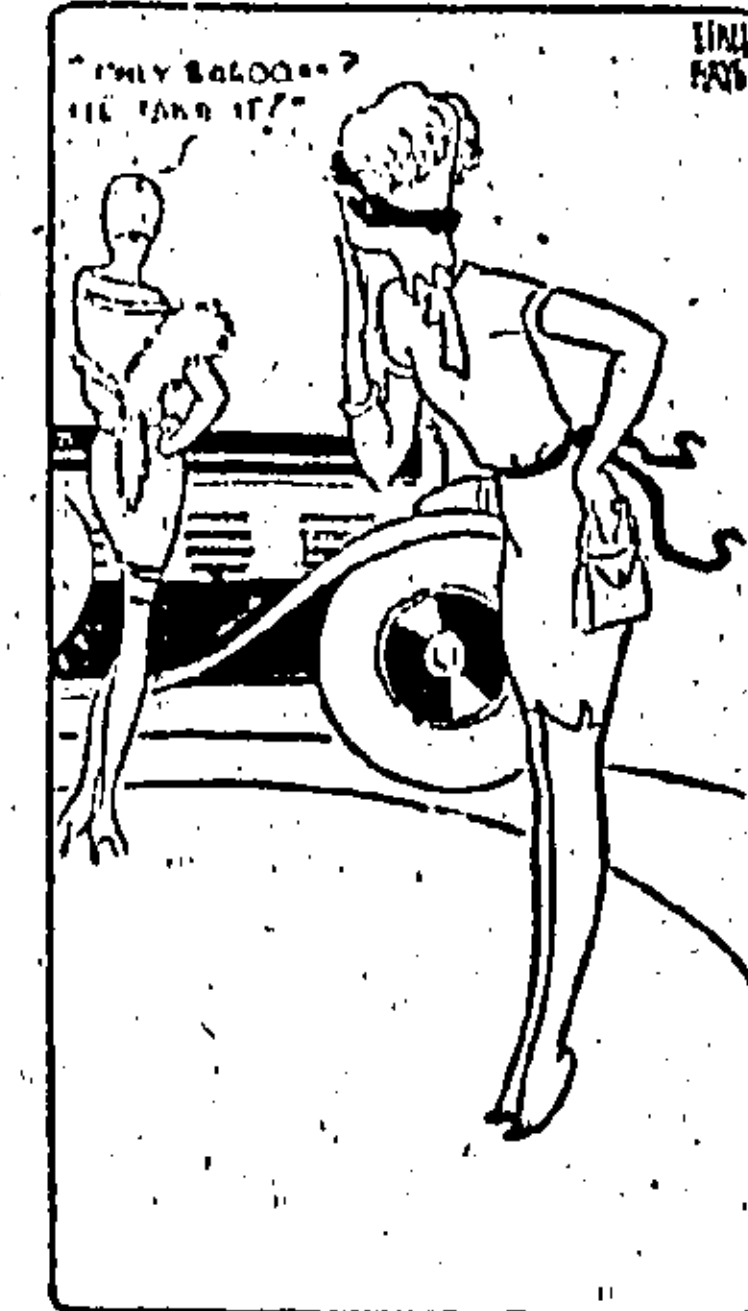
In reply to Major H. E. Crawford, M.P., Mr. O'Gorman held that the transport facilities in London should be replanned. At present it was impossible to drive from the back of Euston Station to the back of Waterloo Station without passing through congested streets. If back thoroughfares were marked "ring," people would see how to get round them.

MORE CARS IN POLAND.

The registration of 21,922 motor vehicles in Poland represents an increase of 27 per cent. over the number at the beginning of 1927.

SAFETY FIRST.

A "safety-first" week was held throughout Germany from February 24 to March 3.



What some women say goes—especially when they talk about money.

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Reliable Drivers Supplied
Free Mechanical Advice
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C. P. MARCEL
Hon. Secretary.

O/o "Hongkong Telegraph"

TRAFFIC CLOGS.

To keep their feet dry, traffic policemen of Bradford (Eng.) have been supplied with patent flexible wooden soles, which they strap on to their boots.

AFFECTION OR FEAR?

In a Xmas number, a German paper published a picture of a Berlin traffic constable surrounded by a collection of Xmas gifts presented to him by appreciative motorists.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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RETURN OF SIMON COMMISSION

WARM WELCOME GIVEN IN LONDON.

EXTREMISTS STAGE HOSTILE DEMONSTRATION.

POLICE PRECAUTIONS.

London, Apr. 26.

The Simon Commission was cordially welcomed at Victoria Station on its arrival from India, where an exhaustive study of Indian conditions has been made with a view to reporting on India's fitness for a measure of self-government.

The platform was crowded when the train containing members of the Mission steamed into the station, those present including Mr. Stanley Baldwin (the Prime Minister) and Lord Templemore, who represented His Majesty the King.

There was a picturesque ceremony when the chief of the Punjab Association in London placed garlands around the necks of Sir John Simon and Viscount Burnham.

Tribute to Lady Simon.

Wreaths of carnations were also presented, as well as an address congratulating the members of the Mission on the successful termination of their visit to India and expressing appreciation of Lady Simon's lively sympathy in the cause of India's womanhood.

The members of the Mission drove out from the station amidst the cheers of the large crowd which had assembled.

Careful police precautions were enforced to prevent possible disturbances on the arrival of the Commission at Victoria Station. A line of policemen, two deep, guarded the barrier at the arrival platform, whilst others, mounted and on foot, were posted inside and outside the station.

Hyde Park Demonstration.

Earlier in the afternoon, a hostile demonstration was staged in Hyde Park under the auspices of the London branch of the Indian National Congress, the Anti-Imperialist League, the Workers League and the Welfare League of Indians.

Members of these leagues formed a procession, headed by Mr. Saklatvala, the Communist M.P., but, in accordance with regulations they were forbidden to march out of the Park, whereupon they broke up into groups, carrying banners and black flags and distributing leaflets, and proceeded to Victoria Station.

Sir John's Appeal.

At the station, the demonstrators were not allowed to pass the main entrance, and they were soon lost among the huge crowds of on-lookers on the pavements opposite the station.

Prior to the arrival of the Mission in London, Sir John Simon, in a statement at Folkestone, acknowledged the public-spirited co-operation of the Indian Central Committee and the local Committees, with whom the conferences will be resumed in London.

Sir John said he hoped that the report of the Commission would be available before the end of the year, and in the meantime he appealed to all Parties to keep India outside the General Election controversies.—*Reuter*.

Sir John's Appeal.

London, Apr. 26.

In an interview on his arrival in England, Sir John Simon said they hoped on June 8th to welcome in London their colleagues of the Indian Central Committee who would come to resume their conference with them, more particularly questions connected with the relationship between Indian and Home Governments. The Indian Central Committee intended to write its report in England and to complete it by October. "Our own document," he said, "is not likely to be ready before the end of the year."

"Sir John added:—Now that the General Election intervenes, I know I am expressing the views of my colleagues when I say we most earnestly trust that India will be kept entirely outside all party controversy. We have worked together in this spirit and will ourselves do everything possible to preserve it to the end. Much will be heard of India's affairs in the next Parliament, but we trust nothing will be heard of them

THE OPERA SEASON.

"LA TOSCA" PROVES BIG SUCCESS.

The talented members of Carpi's Italian Grand Opera Company scored another big success at the Star Theatre, Kowloon, last night with a masterful presentation of Puccini's opera, "La Tosca," to a well-filled house. This opera, which has neither introduction nor overture, is one of the best examples of Puccini's skill in the adjustment of the effects of instrument and voice so as to interpret in a remarkable manner the characters and situations.

Since it was produced in 1900 "La Tosca" has attained a big degree of popularity and can always be relied upon to give opera-goers every satisfaction.

Sig. A. Bodini was entrusted with the difficult part of Elora Tosca (a celebrated singer) to which she did full justice, using her full-powered voice to great effect and further enhancing her role by realistic acting. She was accorded a warm ovation for a beautiful rendering of that most pathetic air, "Vissi D'Arte e D'Amore."

In the role of Mario Cavaradossi (a painter) Sig. Frera gave an outstanding performance, being in particular brilliant voice in his rendering of "The Stars were Shining," for which he was called upon to give a well-merited encore.

Another of the principals was Sig. Casarosa who made a success of his part as Baron Scarpia (Chief of Police), although he would have been heard to better advantage had the orchestra been more subdued, for although his voice is very melodious it rather lacks power.

To-night the company will present "La Traviata."

"THE IRON MASK"

DOUGLAS FAIRBANKS' SUPER PICTURE.

The popular athletic hero, Douglas Fairbanks, arrives at the Queen's to-morrow in "The Iron Mask," Dumas' famous story of the further adventures of "The Three Musketeers."

In "The Iron Mask," his newest picture, Doug portrays D'Artagnan, the fastest moving figure of seventeenth century France. With his three musketeer companions, this speedy guardsman plunges from one adventure to another. Like his modern portrayer this medieval Doug lives according to the doctrine of speed. Because of his fast mental and physical tempo, he outwits the keenest and most powerful brains of France. Richelieu and de Rochefort were always just one jump behind the fast moving D'Artagnan. He knew what he wanted and he gained his goal. In the picture Doug deftly shows that even death could not slow the onward sweep of his seventeenth century disciple of action.

He goes on and on, ageless and changeless, always in search of further speed, adventure and romance. "The Iron Mask" is said to be Douglas Fairbanks' most ambitious effort to date.

during our domestic discussions in the next six weeks."

Third Stage Finished.

The return of the Commission brings to a conclusion the third stage of the duties laid upon them eighteen months ago. The two remaining stages of the work of the Commission will begin after the General Election, an interval being necessitated, by the fact that five members of the Commission will be seeking re-election.

The fourth and penultimate stage in the work of the Commission should begin soon after the middle of June, when the Indian Central Committee arrive in London.

The Joint Conference.

The joint conference of the Simon Commission and the Indian Central Committee, in considering the future relations of the Home and Indian Governments, will hear evidence of permanent officials on the subject, and the Ministers concerned with the defence services may also be consulted.

The joint conference may further desire to hear the views of experienced authorities, such as Lord Chelmsford and Lord Reading, former Viceroy of India.

The fifth and final stage of the work will be the preparation by the Simon Commission of its report. This will be undertaken when the Commission has before it the report of the Indian Central Committee.—*British Wireless*.

BRIDGE MADE EASY by W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

5—Opening Bids.

Here are illustrative hands and explanations of what opening bids should be made:

1—Spades A X X X
Hearts A X X X
Diamonds A X X X
Clubs X

This hand is too strong to pass. No trump is inadvisable on account of the singleton. If you bid a major suit, you may not encourage partner if he holds normal support for you in the major. The most advisable bid is one diamond, as it may encourage a game-going declaration.

2—Spades A J X X
Hearts K X X
Diamonds K Q X
Clubs A J K

The hand contains a fair spade bid. The cards are perfectly suited for a no trump—4-3-3-3, with all suits stopped and assistance for either major. A no trump is most advisable, as it may encourage the most desirable major suit declaration if not played at no trump.

3—Spades X X
Hearts A Q 10 X
Diamonds A K X X X
Clubs X X

This hand contains only two suits stopped and two worthless doubletons, making it inadvisable to bid no trump. The hand contains a sound heart bid.

4—Spades A J X X
Hearts K X X
Diamonds X
Clubs A K Q X X

The hand contains a weak spade suit. No trump is inadvisable on account of singleton. Having support for either major, bid a club to encourage bidding by partner.

5—Spades A 10 9
Hearts K Q X
Diamonds J 10 X X X
Clubs A X

This hand contains support in both majors with every suit stopped. A no trump bid offers the best prospects for game. Note the 10 and 9 in the spade suit. Such cards are of very great value in a hand. The expert establishes them where the average player fails. You should recognize padding of this kind and endeavour to utilize it.

6—Spades A J X X
Hearts X X
Diamonds A K J X X
Clubs X X

No trump is inadvisable on account of two worthless doubletons. Bid one diamond in preference to a weak spade suit to encourage bidding as a spade bid may shut out bidding.

The Prince of Wales held an investiture at St. James's Palace on behalf of the King, on March 27. Sir Frank Swettenham, King of Arms of the Order of St. Michael and St. George, was present at the ceremony, when the honour of Knighthood was conferred on Mr. A. G. Murchison Fletcher, formerly Colonial Secretary at Hongkong and now Colonial Secretary of Ceylon.

ANGLO-AMERICAN RELATIONS.

AMBASSADOR'S FAREWELL PEACE NOTE.

'HOBGOBLINS' EXPOSED.

"We wish to live in peace with the world, coveting neither the lands nor the possessions of others. We believe that peace would even now be permanently established on earth if other people felt the same way."

This was the farewell message of Mr. Alanson B. Houghton, the retiring United States Ambassador, who left England at the end of March. He delivered it at a dinner given in his honour by the Pilgrims at the Hotel Victoria.

The relations between America and Great Britain he described as suffering from time to time from two hobgoblins—one which whispered in America that England was predatory and belligerent, another which hinted to Englishmen that America's wealth was giving her strength which she would employ to bully the world.

Both these hobgoblins lied. The real people of both nations were kindly, decent, commonsense folk, busy about their own affairs, and only too anxious to live in peace with all men.

There must, of course, be racial differences—that was the normal condition of international life, and merely showed that both nations were alive and about their business.

"If anyone is anxious about Anglo-American relations," he said, "because there are unsolved problems between the two peoples, I have no word to comfort him. There will never be a time when such problems do not exist."

The British Character.

Mr. Houghton paid a graceful tribute to the British people. "What I shall treasure most and longest," he said, "is the better knowledge and understanding I have gained of those great and enduring qualities which have made this people what they are—their deep and fervent patriotism, their sense of even-handed justice, their love of freedom and order, their instinct for public service, their insistence on fair play, and their dogged and unconquerable courage. You carry, worthily, a great inheritance. I share your pride in it."

Referring to the "Brand-Kellogg Pact," Mr. Houghton said: "The opinion, the conscience, of the massed signatories of the Pact is now mobilised against its violation or threat of violation. Henceforth the nation who turns to the way of war and breaks that solemn trust will obviously do so at its peril."

Lord Desborough presided, and among the guests were the Ambassadors of France, Italy, Japan, Argentina, Brazil, and Turkey.

Lord Desborough intimated that the Pilgrims hoped shortly to entertain Mr. Kellogg.

The Very Idea!

A surprising table showing the alleged decadence of American family life was offered by Professor W. F. Ogburn, of the University of Chicago, in a speech to members of the American Sociological Society. Some of his salient details follow:

"About one in ten go through life without marrying."

"Only five out of six are married at the age period when most men and women are found married; one out of every six is widowed, divorced or single."

"One out of ten of all females over fifteen years of age is a widow."

"The homes of all the married women of Rochester, New York State, a typical city, in 1920, disclose that one home out of five was broken by divorce, separation or death, and one in seventeen married women was divorced or separated from her husband."

"City life discourages marriage about 10 per cent."

"The group of single women in cities of the same population as country regions and with the same age distribution is two-thirds larger than the similar group of single women in the country."

"The percentage who had never married in 1890 was 36.9; in 1920, when the age distribution was the same, the percentage was 35.3."

"Nearly one in five of the marriages contracted in 1928 in all probability will end in the divorce court."

An Aberdeen boy found a purse containing five pounds and on returning it to its owner received a threepenny-bit with the admonition: "Dinna tell anybody about the reward, I dinna like publicity."

(Many novelists are said to find inspiration in digging).

The novelist sat in any easy chair.

(As novelists sometimes do). His fingers ran through his tousled hair.

And he growled at the cat that wasn't there.

For his funds were low and his brain was bare.

And no thoughts were coming through.

He raised his pen and a spurt he made.

With a series of ugly blot.

And at last, as day began to fade

And his heavy heart with care

was weighed.

He borrowed a neighbour's fork

and spade

And started to dig up plots.

"I have been learning the electrical engineering trade," said a boy to Mr. Registrar Friend, at the Clerkenwell County Court recently.

The Registrar—Let me test you. What is an ampere?

The Boy—I don't know.

What is a short circuit?—I don't know.

What did you do?—I painted a fence and broke up two perambulators.

.....

Mother (discovering her little daughter washing a kitten with soap and water): "Oh, Joyce, darling, I don't think the mother pussy would like her kitten washed like that."

Joyce (very seriously): "Well, I really can't lick it!"

To-day's Ghost Story:—"In January, 1872, a beautiful winter's night, snow on the ground and brilliant moonlight, a party, my father a clergyman, the Provost, and Procurator Fiscal, with their families, drove in an omnibus from Forfar to Glamis to witness an amateur theatrical performance."

"When passing the first approach to Glamis Castle we saw what looked like the figure of a countrywoman, with her gown drawn over her head, and clasped under her chin with her two hands. Suddenly the figure disappeared. The omnibus stopped, and the driver, an old friend of my father's came to the door and said, 'Did ye see onything, for it's uncanny and the horses shied?' We all, the males of the party, alighted and searched, but nothing, not a footprint, was to be seen."

"On arrival at the castle, my father told the Seneschal, an old man of over eighty, what had happened. The old man was very agitated, and said, 'For onny sake, dinna tell his Lordship or the family. Ye've seen the white lady o' Glamis, she has'na been seen these fifty years, and it aye means trouble.'"

"Nearly all that merry party are dead, but one or two remain who could corroborate my story even in further detail. It is the one occurrence in my life which I cannot explain."

The Duke of Gloucester's luggage includes several boxes filled with presents which he will give to members of the Court in Japan. It is not generally known that the Duke has with him no fewer than six valets.

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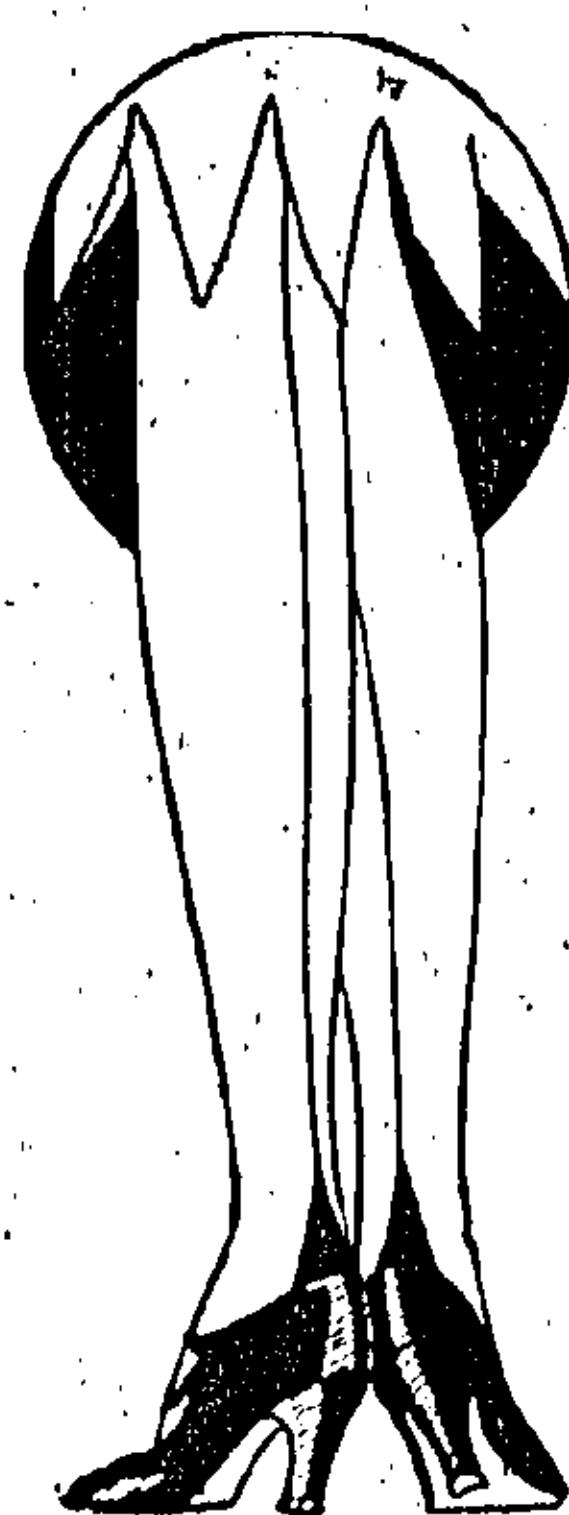
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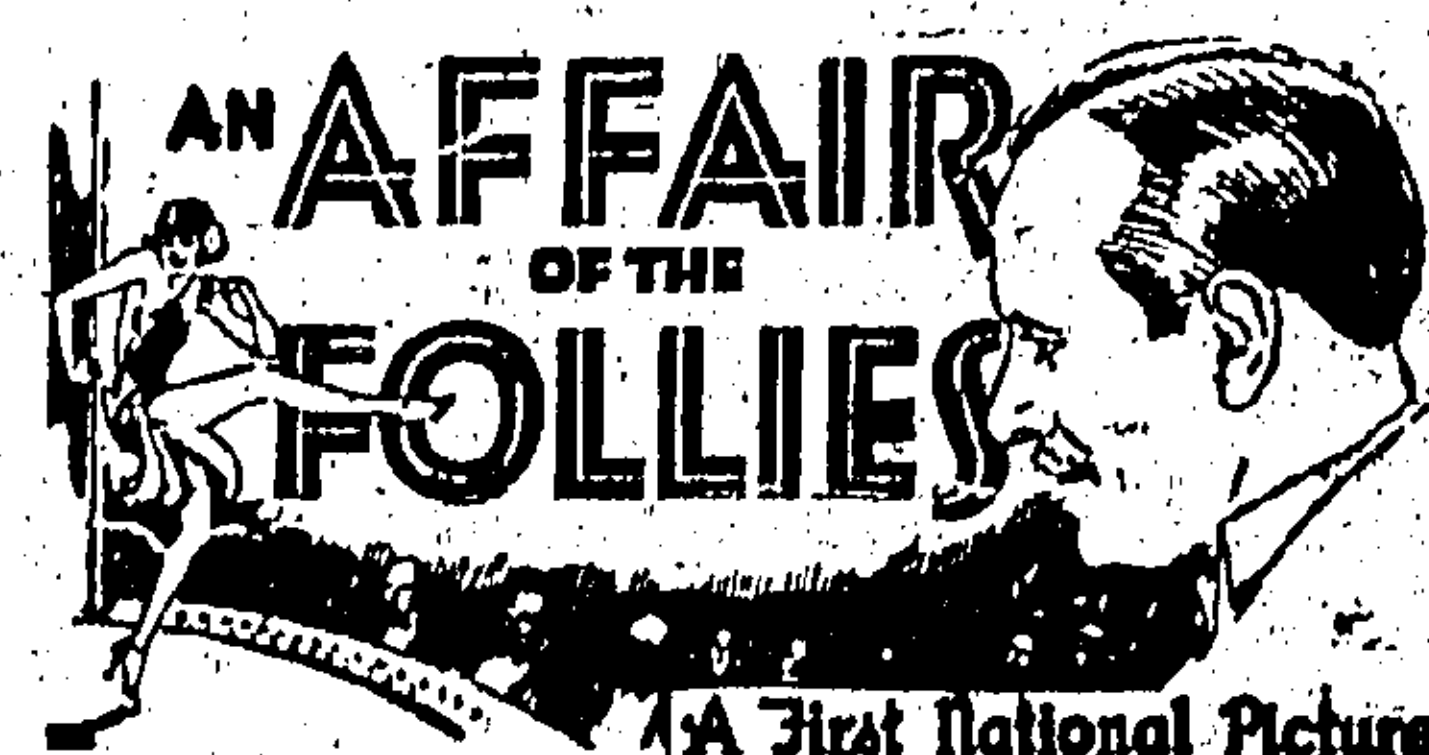
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SUNDAY, APRIL 28th, 1929

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AT FANLING.

DUKE OF GLOUCESTER
PLAYS GOLF.

Yesterday the Duke of Gloucester paid a visit to Fanling and played golf over the old course. He was much impressed with the scenery on the way out and particularly with the course itself, which he remarked, was one of the best he could wish to play on. His Royal Highness showed quite good form having regard to the fact that he had not played for several months.

Quite a number of interested spectators witnessed the Duke of Gloucester's departure from Queen's Pier and from Kowloon, where the party entered motor cars and drove out to Fanling via Taiipo. His Royal Highness was attired in khaki drill shorts, with a loose fitting jacket of slightly lighter hue, a striped tie, tan hose and shoes and a khaki pith helmet—quite a businesslike attire for Fanling.

H.R.H.'s staff also went out—Lt.-Col. the Earl of Airlie, M.C. (one of H.M. the King's Lords-in-Waiting), Rear-Admiral the Hon. Herbert Meade, C.B., D.S.O., R.N., Major-General Sir Hugh Jamieson Ellis, K.C.M.G., C.B., D.S.O., A.D.C., Mr. Hugh Lloyd Thomas (a First Secretary of H.M.'s Diplomatic Service) and Captain L. W. Howard Kerr, O.B.E., 11th Hussars (Esquerry-in-Attendance on H.R.H.).

His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.), who sat in the front car with the Duke of Gloucester, was also in khaki attire. He was accompanied by his staff, Capt. F. G. Sillitoe, R.M. (Aide-de-Camp), Capt. A. J. L. Whyte, R.E. (Private Secretary), Capt. P. C. Perfect (Hon. A.D.C.) and Mr. W. R. Scott (Hon. A.D.C.).

H.E. the General Officer Commanding (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.) and Capt. the Hon. W. S. Leveson Gower were among the party, and others invited out were the Hon. Mr. W. E. L. Shenton, Mr. H. B. Hancock, Mr. A. H. Ferguson, Mr. Allan Cameron, Mr. N. L. Smith and Mr. L. R. Andrews.

At Fanling. The drive out to Fanling was much enjoyed by the Duke, who commented on the beautiful scenery to be obtained above Shatin and Taiipo. On arrival at the Club house at Fanling he was met by Mr. L. S. Greenhill (the Captain of the Royal Hongkong Golf Club), members of the Committee and the Secretary (Lt.-Col. E. D. Matthews).

His Royal Highness played over the old course with Major-General Sandilands, the Hon. Mr. W. E. L. Shenton, and Mr. A. H. Ferguson. For nine holes he partnered Mr. Shenton and for the other nine he played with Mr. Ferguson. The golf was of a good standard. Having regard to the fact that the Duke of Gloucester had not touched his clubs since he left England, he showed splendid form. He commented on the layout and the beauty of the course and generally was much impressed with the surroundings.

There were two other matches. Major-General Sir Hugh Ellis and Mr. N. L. Smith played here Admiral Herbert Meade and Capt. the Hon. W. S. Leveson Gower, whilst the Earl of Airlie and Mr. H. B. Hancock were opposed to Mr. Lloyd Thomas and Mr. Allan Cameron. Both these matches were very keenly contested and finished on the last green.

At the conclusion of the game the visitors had a very enjoyable tiffin at the Club House and expressed themselves as delighted with their visit.

The Return Journey. The return journey was made by way of Castle Peak to Kowloon. Here, again the Duke of Gloucester thoroughly enjoyed the drive round this part of the New Territory, and was looking very fit and well when he returned to the Police Pier at Kowloon, where a big crowd gathered to greet him. He was in the best of spirits and smilingly lifted his hat to those who had gathered round.

With His Excellency the Governor and the members of the party he embarked on the Britannia, which was escorted across the harbour by No. 5 Police launch.

Another photograph of the Duke of Gloucester was taken at the Police Pier as he embarked on the Britannia.

AMERICA'S RYDER
CUP LEAD.

(Continued from Page 1.)

the course, and Britain's remote chance faded out. The Americans won the thirteenth hole and the match.

British Victory.

Mitchell and Robson resumed all square against Sarazen and Dudley. The British pair thrived in the stormy conditions, and by the sixth hole had established a lead of two holes. A stylic robbed them of further success at the seventh, but they kept their lead, playing with great steadiness and brought the match to an end on the seventeenth green, thus securing the only British victory.

A Ding-Dong Fight.

Hagen and Golden, leading two up in the morning, found Whitcombe and Cotton in fighting form in the afternoon. A ding-dong struggle resulted, and at the turn the Americans had lost half their morning lead.

Excitement grew when after a series of halves, Cotton and Whitcombe squared the match at the fifteenth, and three holes remained to be played, but they failed at the fifteenth where Whitcombe had a eighteen-inch putt for a half and missed.

They won on the sixteenth, drawing level again, but the Americans became dormant one as the result of a fine putt by Hagen, who put the ball down from six yards.

The British pair ran into trouble at the eighteenth, both of them finding the bunkers. Hagen and Golden thus won by two holes.

Morning Rounds.

Dramatic play in the morning rounds is described below:—The first player to drive off was Turney, who partnered Farrell against Charles Whitcombe and Archie Compton.

The first two holes were halved. Whitcombe holed a yarder at the third, giving Britain the lead. Turney over-ran the green at the fourth, Whitcombe holing a yarder for two up.

The fifth and sixth were halved, and the Americans took the seventh. The eighth and ninth were halved, the Britons turning one up.

The Britishers lost the tenth, but regained the lead at the eleventh, where Farrell was bunkered.

Compton tried to hole an eight yarder at the fourteenth, but over-ran four feet. Whitcombe lipped the hole, the Americans squaring. The fifteenth went to America, Compton failing with a two yarder.

Farrell holed a ten yarder at the sixteenth, winning in a birdie three. The seventeenth was halved. The Americans lost the eighteenth, missing a yarder.

Lady Spectator Hit.

Duncan's putt lipped the first hole and came out, the Americans winning. 4 against 5.

The Britishers took the second, 5 against 6.

Duncan, driving at the short third, the ball struck a lady spectator on the head and rebounded into the rough, the lady being not badly hurt, the Americans winning.

Britain lost the fourth and seventh, the Americans getting a birdie three. The Britishers won the eighth and ninth, Duncan holing a fifteen yarder at the eighth.

Diegel put his side two up at the tenth, and also won the eleventh. At the twelfth, Espinosa holed a three yarder for two.

Espinosa holed a two and a half yarder for another birdie two at the fourteenth.

After halving the fifteenth, the Americans were 6 up at the sixteenth and won at the seventeenth.

All Square.

Mitchell and Robson won the first hole, and increased the lead at the

U.S. BASEBALL

HOW LEAGUE TEAMS
NOW STAND.

New York, Apr. 27.
The standing of the clubs at the end of to-day's games was (unofficial figures):

American League.			
	Won	Lost	Pct.
New York	2	1	.666
Cleveland	3	2	.600
St. Louis	4	3	.577
Philadelphia	2	2	.500
Washington	2	2	.500
Detroit	3	4	.433
Chicago	2	3	.400
Boston	1	2	.333

National League.			
	Won	Lost	Pct.
New York	2	0	1.000
Boston	3	0	1.000
Chicago	4	1	.800
Philadelphia	2	2	.500
St. Louis	3	3	.500
Pittsburgh	2	3	.400
Cincinnati	2	4	.333
Brooklyn	0	5	.000

PLIABLE GRAMOPHONE
RECORDS.CLAIM AGAINST INVENTOR
SUCCEEDS.

The hearing has been concluded in the King's Bench Division of the action brought by Mr. Arnold De Biere, the illusionist, against Mr. Jack Goodson, of Alderman's House, Bishopsgate, E.C. The jury found a verdict for Mr. De Biere.

Mr. De Biere claimed a declaration that he was entitled to a share of the profits made by Mr. Goodson in connection with the exploitation of a pliable gramophone record by a company known as Jack Goodson, Limited.

Mr. De Biere alleged that Mr. Goodson, who was said to have invented the record, promised him 10 per cent. of the profits for introducing him to someone who would get the record placed upon the market. This was denied by Mr. Goodson.

Mr. Justice Avory, summing up, said that the case was "another illustration of the difficulties caused by agreements not being put into writing."

He added that this was simply a case of whether the jury believed the plaintiff or the defendant. The jury, as stated, found a verdict for Mr. De Biere, it being stated that the basis of an account which would have to be taken would be left for the Judge to decide.

fifth. The sixth was halved, but the Americans won the next three, turning one up.

The next three were halved. Britain squared at the fourteenth. At the next Robson was bunkered, but the Americans took three putts and the hole was halved.

Britain led at the sixteenth, where Sarazen drove into a ditch. The seventeenth was halved, but three putts at the eighteenth cost the Britishers the hole and the lead, each side going round in 70.

Golden and Hagen Lead.

The Britishers won the first hole, Golden failing to put down a four yarder. Ernest Whitcombe holing a similar distance.

The Americans were square at the fourth, and took the lead at the seventh, where Golden holed a five yarder.

The Britishers squared at the ninth, and the tenth was halved in four. Hagen's ball from twenty-five yards just stopped at the edge of the hole. The Americans led at the eleventh. Cotton holed a four yarder for two at the twelfth, squaring. Britain halved the thirteenth, Whitcombe missing a four footer.

At the fourteenth Hagen took the lead, holing a six yarder for two, but the Britons squared at the next.

Hagen holed with his mangle nibbler for three, and gained the lead at the seventeenth. Cotton was bunkered with a long second at the eighteenth, the Americans thus being two up.

The Americans' round was 70, and the Englishmen took 73.

CANDIDATES' WIVES
LOSE APPEAL.DEBARRED FROM ABSENT
VOTERS' LIST.

Appeals affecting the wives of candidates at the General Election were heard at Clerkenwell County recently.

The wives of three Liberal candidates living in London, who, it was claimed, will be assisting their husbands in their constituencies on polling day, appealed against the decision of the Honsay Registration Officer not to place them on the absent voters' list.

They were Mrs. Margaret Dixey, wife of Mr. Neville Dixey, candidate at Holderness, Yorkshire; Mrs. Crump, wife of Mr. Victor Crump, candidate for the Buckingham Division; and Mrs. Thornborough, wife of Mr. Frank Thornborough, candidate at Swindon.

Mr. G. G. Honeyman, their counsel, submitted that the assistance given by a wife to her husband while he was a Parliamentary candidate was service within the meaning of the Act. The Act made provision for those who, by reason of the nature of their occupation, service, or employment, were debarred from attending the Poll. The husbands and their chauffeurs had been placed on the absent voters' list.

Judge Rowlands pointed out that the chauffeurs were probably under contract of service.

Mr. Honeyman: The contract of marriage contains various obligations which can be enforced.

Judge Rowlands: "Love, honour, and obey." I suppose the wife's duty is to obey if her husband tells her to go with him to help to fight his election. A chauffeur cannot refuse to accompany a candidate without breaking his contract, but the wife can.

Wife's Evidence.

"I have a residential qualification in the country," he said. "My duties might prevent me going there to vote. Would my wife, as well as myself, be entitled to be on the absent voters' list on the ground she is carrying out her marriage vow by being with me here?"

Mr. Honeyman—I submit, yes. Otherwise she is not looking after you in the way she has contracted to.

Judge Rowlands—I will tell her what you say.

Mrs. Dixey, giving evidence, said that this was the fourth election her husband had contested. On every occasion she had spoken at meetings and "chauffeured."

Mr. Honeyman—If you were not there would it be necessary to engage another person?—(Emphatically yes—two, in fact. (Laughter.)

Judge Rowlands, summing up, said that he did not think that being married imposed any obligation on the wives to assist their husbands at an election. He found that the words of the Act, "occupation, service, or employment," referred to the ordinary or normal occupation of a person.

The appeals were dismissed with costs.

MOTOR SPEEDS.

MAJOR CAMPBELL BREAKS
TWO RECORDS.

Vernoukpan, Apr. 26.
Major Campbell broke the records for the five miles and the five kilometres, but failed to break the one kilometre record.

His speed for the five miles was 212 miles per hour and for the five kilometres 211 miles per hour.

Later.
Major Campbell beat the five mile and the five kilometre records by 72 and nine miles an hour respectively. The separate times were:

The five mile westward run, 214 miles an hour, the eastward run 210.5 miles an hour.

The five kilometre westward run 213 miles an hour and the eastward run 208 miles an hour.

Major Campbell was unable to make another attempt as his tyres were cut in the last run and he had no spares left.—Reuter.



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FOCH STATUE MOOTED
FOR LONDON.WARM APPROVAL FOR
BRITISH TRIBUTE.

Lord Askwith's suggestion that there should be a statue to Marshal Foch in London, possibly near Hyde Park Corner, is meeting with warm approval.

It is likely that the question of such a tribute by the British race will be brought before Parliament, and it is generally felt that, subject to the advice of the Office of Works, a commanding site should be found.

"As I believe that the fame of Foch will equal that of Napoleon," General Sir Ian Hamilton told a Press representative, "I believe also that the sooner London gives her citizens a statue of the hero so much the better."

Lord Mayor's Support.

The Lord Mayor of London (Sir J. E. Kynaston Studd) said: "In common with all Britons, I had the greatest admiration for Marshal Foch, and anything to express that admiration will be admirable."

Colonel G. R. Crossfield, chairman of the British Legion, in the name of British ex-Service men, also warmly approved the idea. "It is only right and fitting," he emphasised, "that the British people should have a permanent reminder of the great General who led the Allied forces to victory."

"Quite apart from the genius as a General, Foch was a great gentleman and a true Christian. I know that the Legion will never forget the tribute he paid to British ex-Service men by coming all the way to Scarborough to attend their conference last year."

"Although he spoke a language with which the bulk of the delegates were unacquainted, his transcendent personality won all hearts immediately."

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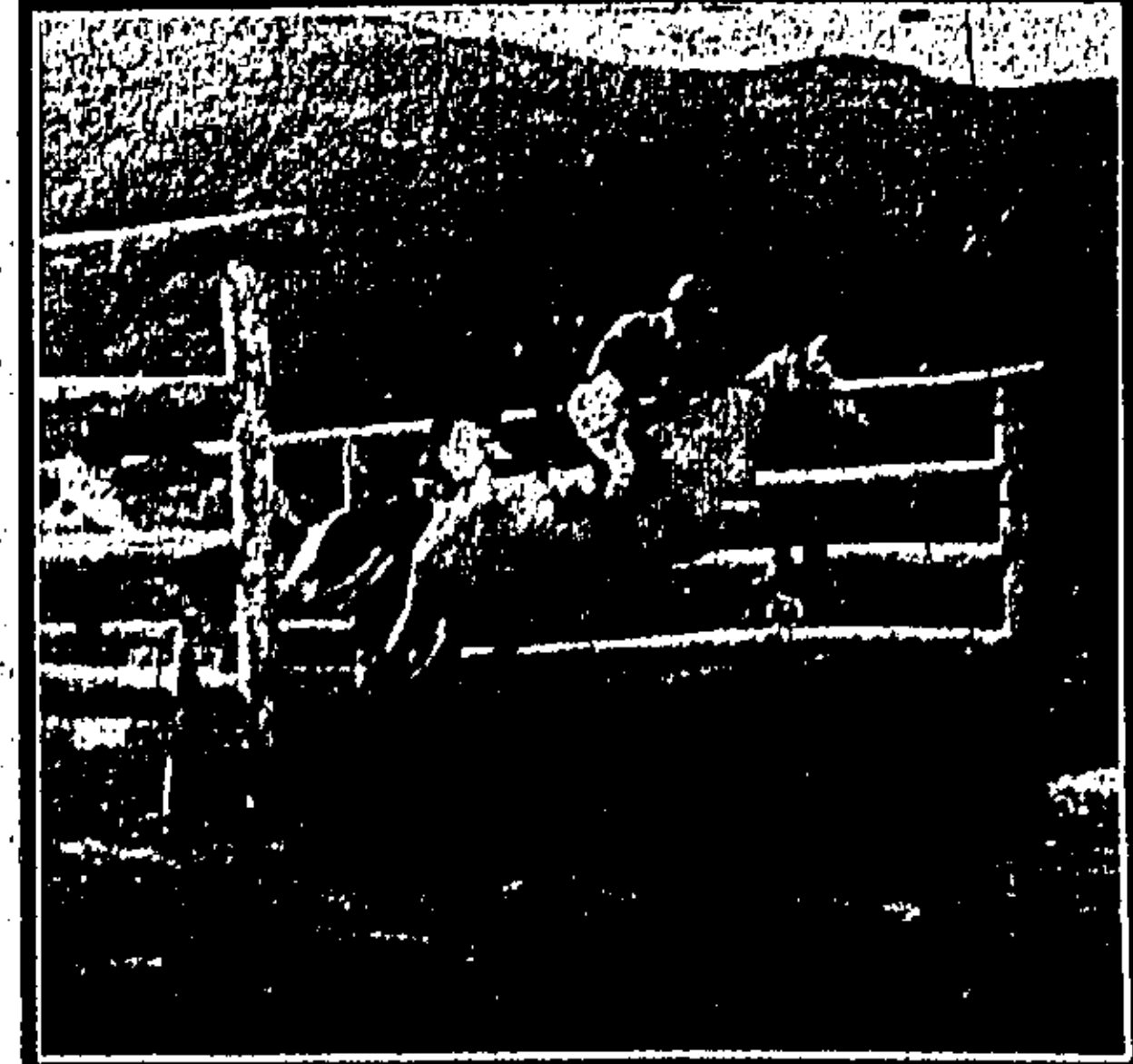
Go To

MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade



Flashlight photograph taken at the Taikee Club on the occasion of a farewell reception given to Mr. and Mrs. T. Grimshaw on the eve of their departure for Home after 39 years' residence in the Colony. (Photo: Ming Yuen).



Here is an excellent action picture of the steeplechasing at the Fanling Hunt's final meet of the season at the Kwant' course.



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ST. GEORGE'S DAY CEREMONY.



The Hon. Mr. W. E. L. Shenton (President of the St. George's Society) and the Hon. Sir Henry Pollock (Past President) carrying the Society's wreath to the Cenotaph on St. George's Day. Captain Sillitoe, A.D.C., is also seen conveying His Excellency the Governor's wreath. (Photo: Mee Cheung).



Married and single members of the Uniao Recreativa at Macao who recently met in a football match, which resulted in a draw of three goals each.



Bridal group taken on the occasion of the recent wedding, at the Rosary Church, Kowloon, of Mr. W. F. Poole, of the Chinese Maritime Customs, and Miss E. Geldart, who hails from Thornaby-on-Tees.

PUTTING BRITAIN ON HER FEET.

MR. MAXSE'S 15-POINT PROGRAMME.

A DRASTIC TASK.

An impartial criticism of all three political parties by Mr. Leo Maxse in the "National Review" for April is followed by an "unauthorised programme," the execution of which, it is claimed, would solve our present political problems.

The present economic plight of Britain, Mr. Maxse writes, is exclusively due to the "folly of man" and "what the folly of man has done the wisdom of man could undo." He, however, sees no sign of "the advent of any regime of wisdom."

"On the contrary, when everything that might not unfairly be said concerning the ineptitude of the Conservative Government in tackling the post-war economic crisis has been said, we look round for some alternative administration, there is nothing visible that would not be distinctly worse."

"We should be literally out of the frying-pan into the fire. The Socialist panacea for Conservative extravagance, in the shape of an £800,000,000 Budget, is a Budget of £1,000,000,000 raised by the taxation of thrift. The Liberal remedy for unemployment is to cast the population on the roads—a programme that can only leave all things, except perhaps the roads—worse than it found them."

"Secret Dictatorship." "The first thing that should have been done," states Mr. Maxse, "and it will have to be done before there can be any hope of better times—was to break the secret dictatorship of the Bank of England and the Treasury, which is mainly responsible—more responsible than the General Strike—for that chronic unemployment... The Governor of the Bank of England is described as a "fanatical worshipper of par," obsessed by the ratio between the dollar and the sovereign."

The dictatorship of the Bank of England and the Treasury is blamed for restrictions on British industry, particularly the "arbitrary dislocation of export trade as in 1925 or a raising of the Bank Rate as in 1929."

"To-day drastic measures and drastic men are needed to save the situation." Accordingly Mr. Maxse sketches "an unauthorised programme, which, however inadequate, may fairly claim to be more likely to commend itself to public opinion and to promote the common object of promoting national prosperity than the meagre suggestions of the Conservatives, the wildcat projects of the Socialists, or the Lloyd George extravaganzas." "We aim," he adds, "at getting the working man off the dole without putting him on the streets or roads."

The Programme. It is a 15-point programme, and is as follows:

I. Reduce the Cabinet to 5 (excluding all the spending departments in order to permit retrenchment).

II. Ration the Government as a prelude to rationing all the departments and abolishing the superfluous ones.

III. By this means £20,000,000 or £30,000,000 should be saved on estimates under the influence of economy from the top.

IV. A 10 per cent. toll on all imported foreign manufactured goods, producing £20,000,000 to £25,000,000.

V. A wide extension of safeguarding wherever it was likely to be successful, producing another £10,000,000.

VI. Suspension of the Sinking Fund for 5 years—£65,000,000 per annum.

VII. A moratorium on the American Debt now that our creditors have disclosed that our annual tribute of £36,000,000 is to be spent on battle cruisers.

VIII. Reconstitution of the Bank of England to include industrial as well as money-lending interests.

IX. Bank Rate maximum 4 per cent., to be ultimately reduced to 2½ per cent.

X. Trade and credit facilities, including a Government Loan of £100,000,000 to productive industry,

MISS E. PONSONBY ENGAGED.

ONE OF THE "BRIGHT YOUNG PEOPLE" TO WED.

Miss Elizabeth Ponsonby, daughter of Mr. Arthur Ponsonby, M.P., Under Secretary for Foreign Affairs in the Labour Government, has become engaged.

She has known her fiancé for about a fortnight and expects to get married some time during the coming summer.

Miss Ponsonby is one of the Bright Young People, and is known in Chelsea for her out-of-the-common parties. Two months ago she dressed as a bride and, with a "bridegroom," gave a mock wedding breakfast at a Piccadilly restaurant.

"My fiancé is Mr. Denis Pelly," Miss Ponsonby said. "He is related to Sir Harold Pelly, and has recently returned from Kenya, where he was managing a farm for Sir Edward Northey."

raised at 4 per cent. or possibly 3 per cent. by Premium Bonds.

XI. Reduction of Income Tax to 1s. on small incomes and 2s. 6d. on larger ones.

XII. Reduction of death duties.

XIII. Substantial reduction of tobacco, beer, and tea duties with increased Preference to Imperial products.

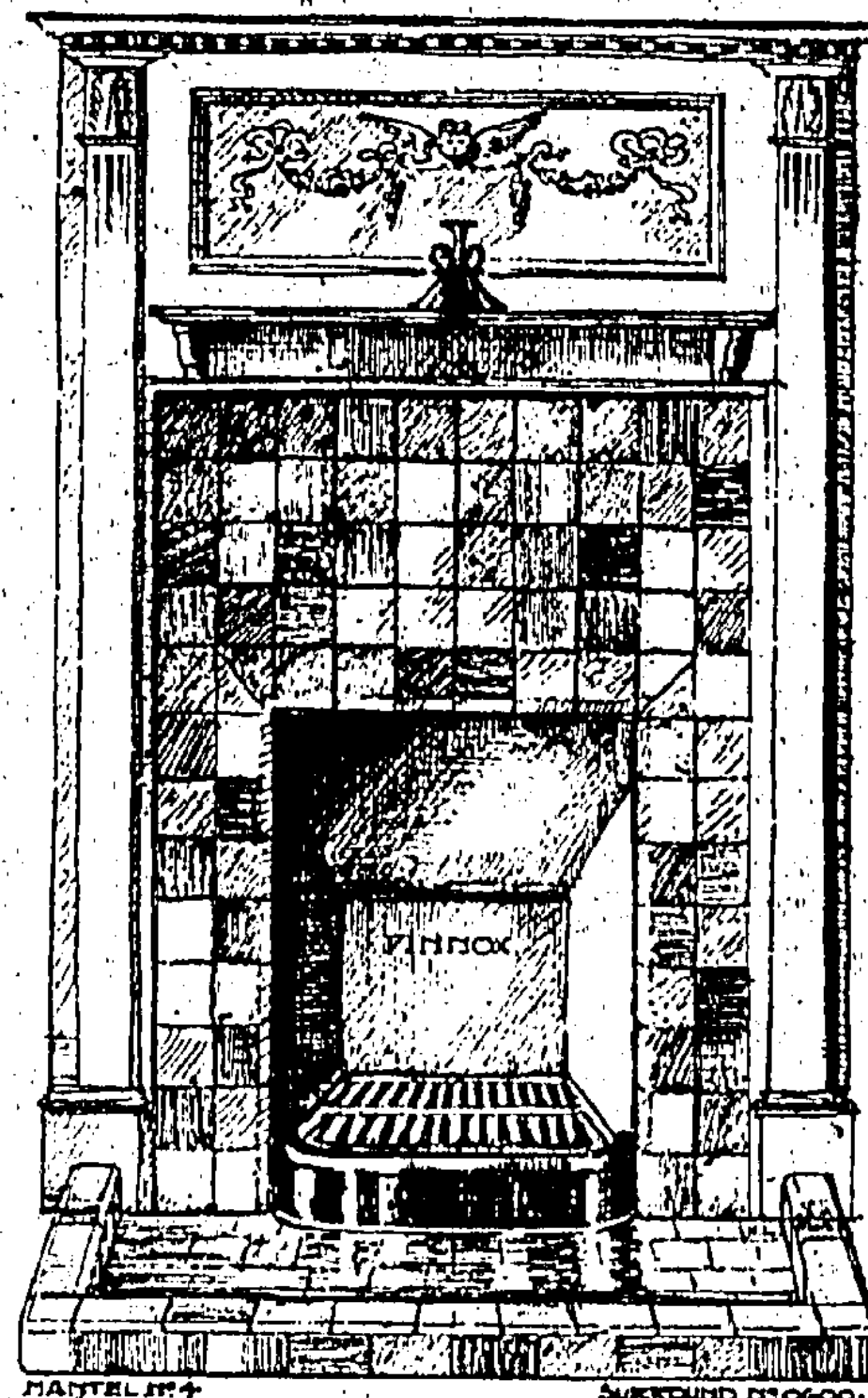
XIV. A constructive policy of Imperial Preference and Emigration with the definite object of stimulating inter-Imperial trade, including small duties on foreign wheat and meat, accompanied by a Government guarantee against a rise of retail prices.

XV. The restoration of British agriculture as a food producer.

"Admittedly," adds Mr. Maxse, "it would take a live man and not a moribund Mandarin to get a real move on by embarking on any big policy that would transform the situation within six months, and though it is not suggested from a Party point of view, incidentally our unauthorised programme would knock the bottom out of Radicalism, Socialism, and Bolshevism," to say nothing of Cobdenism and Communism."

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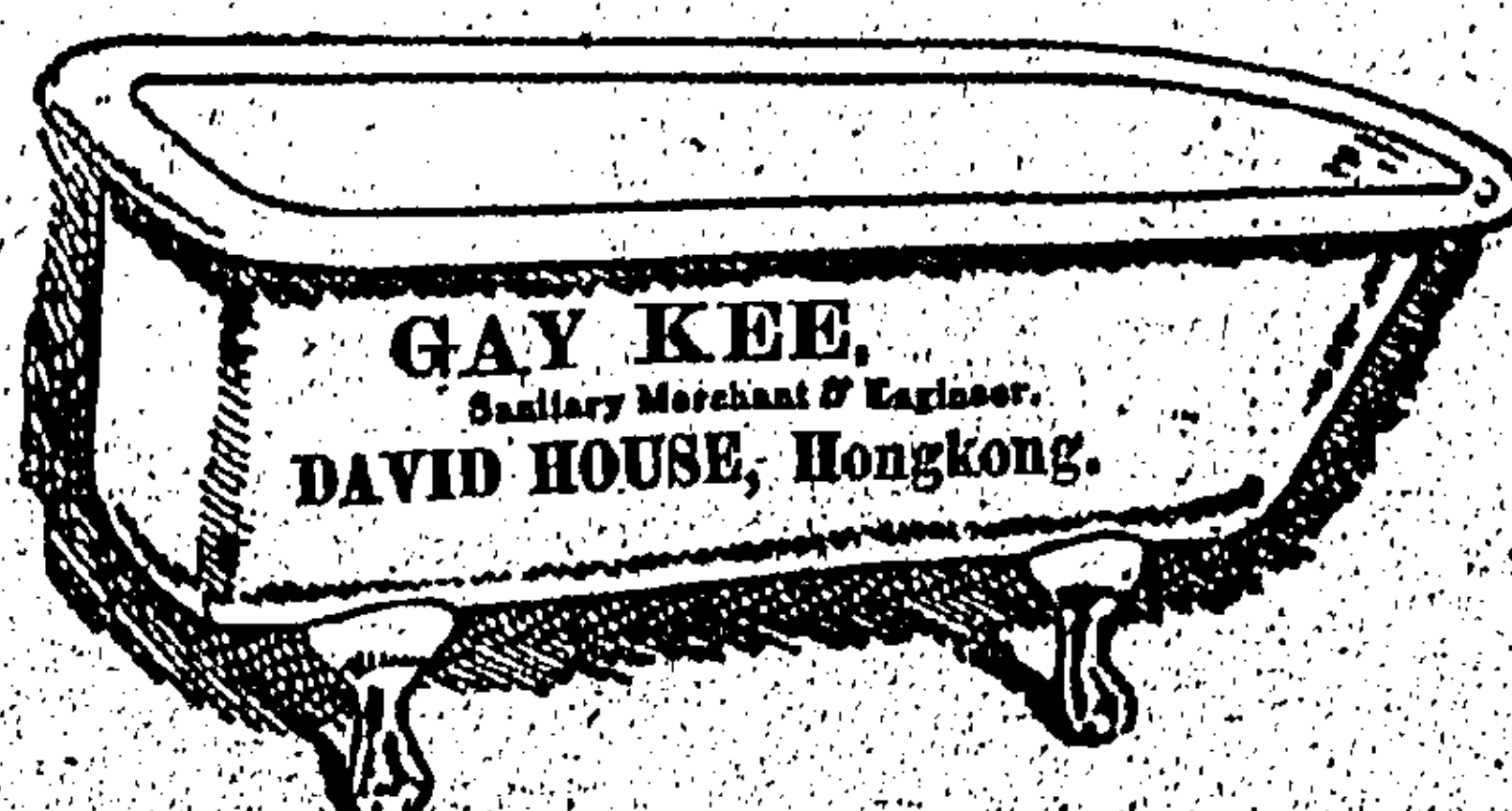
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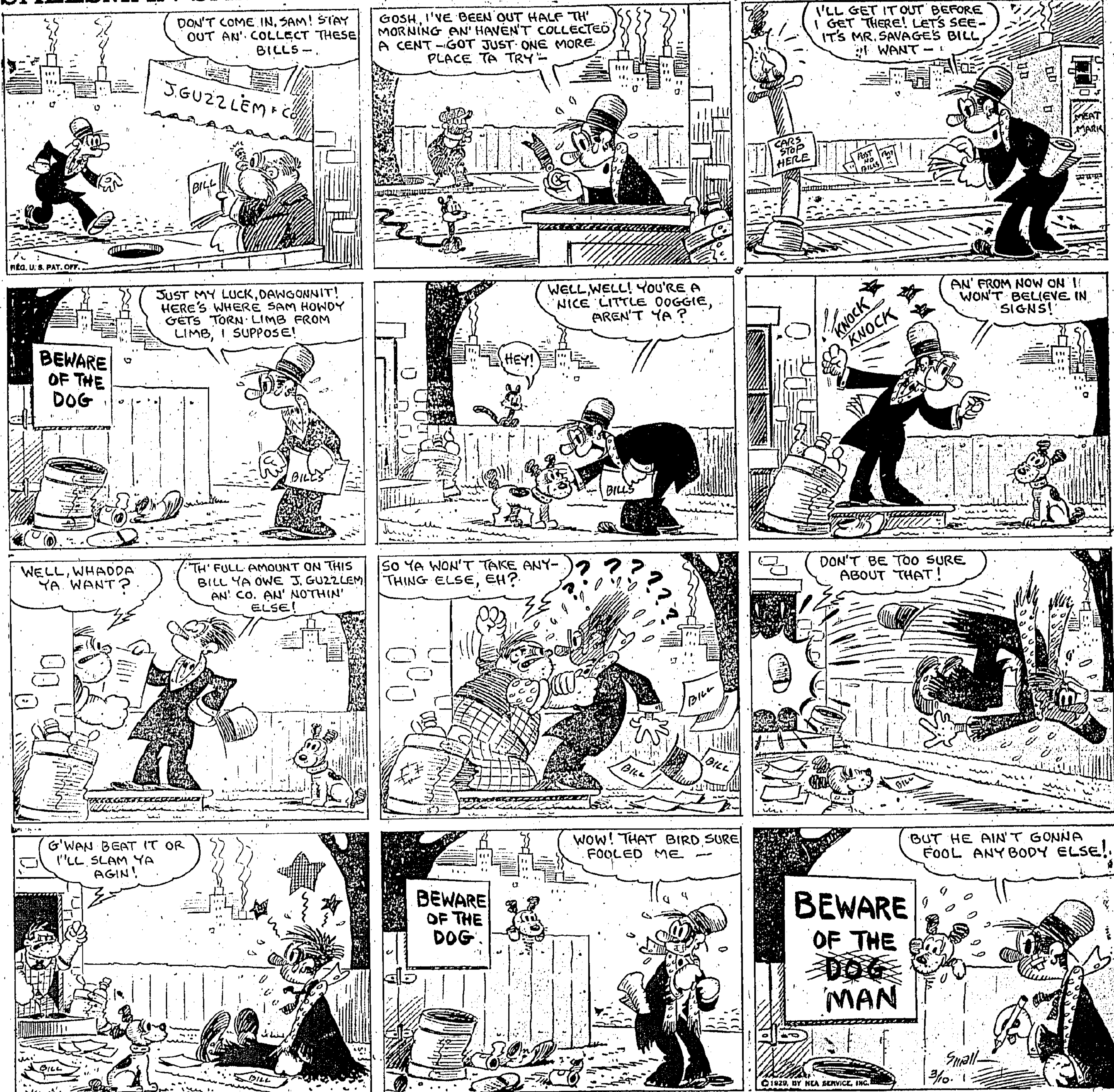
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Empress of France	June 5	June 8	June 11	June 15	June 22
Empress of Russia	June 25	June 28	July 2	July 4	July 13
Empress of Asia	July 10	July 13	July 16	July 18	July 27
Empress of France	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Russia	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
Empress of Asia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
Empress of France	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Russia	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14

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ANGERS.....	18th June.	G. METZINGER.....	18th June.
ANDRE LEBON.....	2nd July.	PORTHOUS.....	2nd July.
G. METZINGER.....	16th July.	CHENONCEAUX.....	16th July.
PORTHOUS.....	30th July.	ATHOS II.....	30th July.
CHENONCEAUX.....	13th Aug.	D'ARTAGNAN.....	13th Aug.

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TO DEVIL'S ISLAND.

FATE OF MEXICAN MOTHER OF MERCY.

Mexico City, Apr. 26.

Mother Superior Maria Concepcion has been sent to the prison colony at La Tress Maria, the "Devil's Island of Mexico," along with a number of other women who have been convicted of anti-government activities.—*Reuter's American Service.*

[A message dated November 8 of last year stated that the trial of Jose de Leon Tora for the assassination of the President Elect of Mexico, General Obregon, had been brought to a close in the presence of an immense crowd which has throughout the trial been swarming into the Court-house in feverish excitement. Tora was sentenced to death, and Mother Superior Maria Concepcion, who was jointly tried with him on a charge of being his accomplice, was sentenced to twenty years' imprisonment.]

A LONG FLIGHT.

NEW ZEALANDER LEAVES LONDON FOR HOME.

London, Apr. 26.

The New Zealander, Mr. Frank Mase, left Lympne aerodrome at 6.30 a.m. in a small 90 horse power single seater Cirrus-Spartan light plane in the first attempt to fly from Britain to New Zealand via Australia.

He carries petrol sufficient for a 2,000 miles non-stop flight.—*Reuter.*

Chicago, Apr. 26.

Mr. Robert Maynard Hutchins, at present Warden of the Law School at Yale University, has been appointed President of the University of Chicago.—*Reuter's American Service.*

SHANTUNG POSITION.

CHINESE PLANS FOR TAKING OVER.

Nanking, Apr. 26.

A Government mandate this afternoon announces the plans with regard to taking over Tsinan and the Shantung Railway.

Generals Sun Ling-chen and Yang Fu-cheng will jointly take charge of the district from Tsinan to Weihai, while Generals Liu Chen-nien and Fong Chen-wu will take charge of Weihai and the district eastward thereof.

Two regiments of gendarmes picked from the Nanking garrison force will take over Tsingtao and will police the Shantung Railway.—*Reuter.*

INDIAN MILL STRIKE.

A TOTAL OF 100,000 MEN ALREADY INVOLVED.

Bombay, Apr. 26.

Hitherto the employees of 28 out of 84 mills have struck, and 100,000 men are involved.—*Reuter.* [The Textile Workers' Union called the workers of all the mills in Bombay out on strike at noon on the 26th inst. The crisis arose out of the failure of the conference held on the 24th inst. between the representatives of the Union and the mill owners in regard to alleged victimization in the Wadia group of mills.]

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
RUIN, RAIN, FAIN, FAIL, FALL, FILL, FILE, FIRE.

London, Apr. 26.

The small-pox cases in London now total 245.—*Reuter.*

A LEARNED LECTURE.

CURIOSITIES OF MATHEMATICAL PHILOSOPHY.

Before the Arts Association at the Hongkong University last evening, Captain J. L. P. McNair, R.A., delivered a lecture to which he gave the heading of "Curiosities of Mathematical Philosophy."

The lecturer opened up a fascinating study by his remarks on the theory of gravity. He spoke of the four dimensions, in a speculation of the gravitational shape of the earth, and displayed a deep knowledge of Einstein's theory of relativity, and also of the theory of simultaneity, concluding with a general survey of the achievements of arts and science and their proper value in a criterion of civilization.

At the conclusion of the lecture, Captain McNair was accorded a hearty vote of thanks upon the call of the Vice-Chancellor, Mr. W. W. Hornell.

THE REPARATIONS.

WITHDRAWALS DENIED.

Berlin, Apr. 26.

It is semi-officially stated that hitherto there is no trace of withdrawals of foreign banks' deposits from Germany, a report to that effect circulated abroad being described as "deliberate undermining of German credit abroad."

The communiqué adds that the Reichsbank decision, to increase the discount rate was taken before the meeting of the Transfer Committee.—*Reuter.*

Damages in Georgia.

Macon, Ga., Apr. 26.

Twenty persons have been killed and 100 injured in a tornado which swept central and south Georgia.—*Reuter's American Service.*

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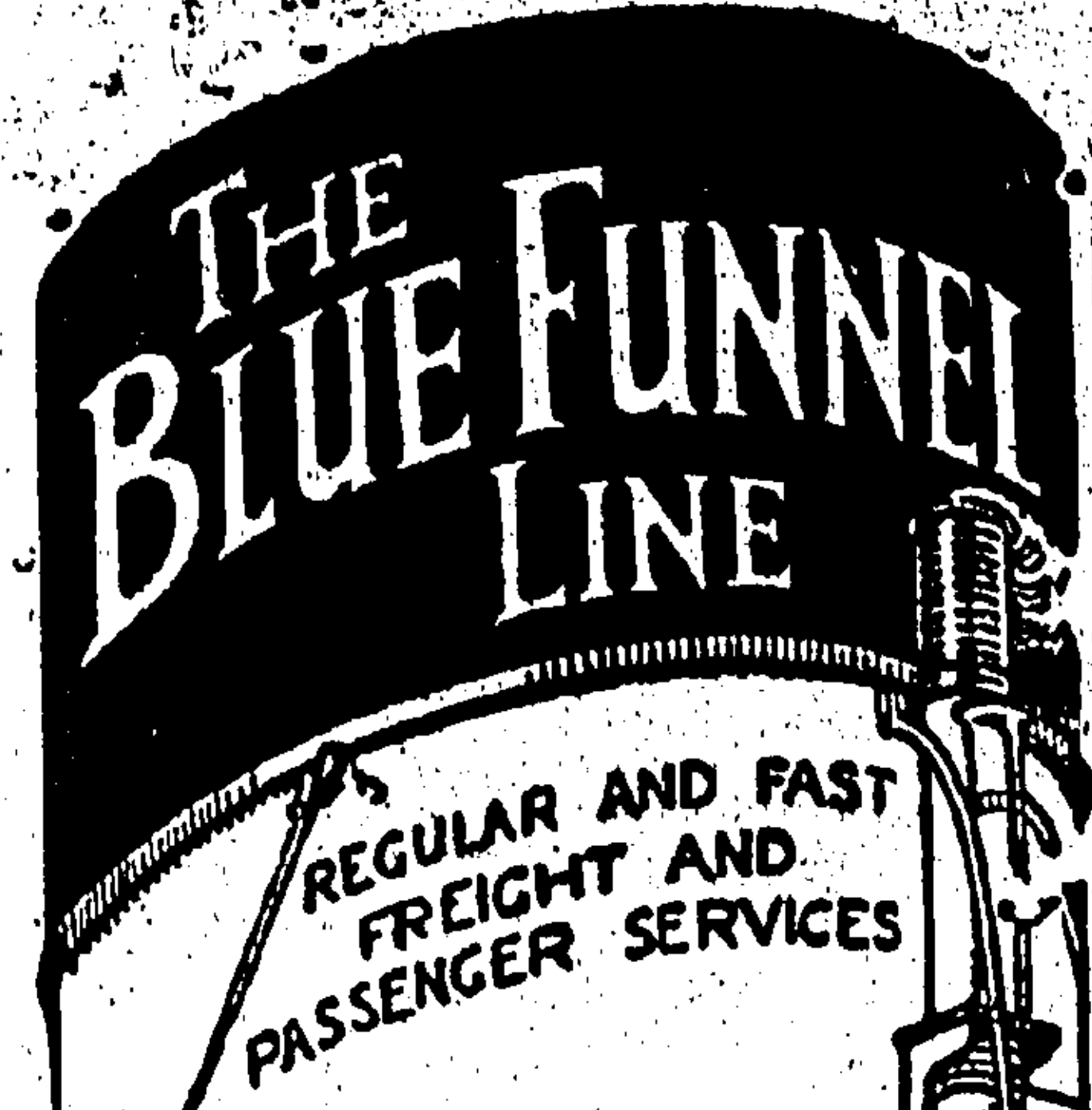
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"DIOMED"	29th May	M'les, London, R'dam & H'burg

2 Dalls at Casablanca.

LIVERPOOL SERVICE

"GLAUCUS"	3rd June	Gonos, Havre, L'pool & G'gow
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"IXION"	11th May	Victoria, Vancouver & Seattle
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NEW YORK SERVICE

"RHEXENOR"	8th May	New York, Boston & Baltimore
"NELEUS"	5th June	New York, Boston & Baltimore

INWARD SERVICE

"PERSEUS"	29th Apr.	S'hai, M'ji, Kobe, Yoko. & Otaru
"AENEAS"	5th May	Shanghai, Taku & Dairen

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"HECTOR"	15th May	Singapore, Marseilles & London
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Pres. v. Buren S., May 5, 8 a.m.	Pres. Adams S., Jun. 16, 8 a.m.
Pres. Hayes S., May 19, 8 a.m.	Pr. Harrison S., Jun. 30, 8 a.m.
Pres. Polk Sun., June 2, 8 a.m.	Pr. Johnson S., July 14, 8 a.m.

To Manila

Pres. Jackson Apr. 27, 6 p.m.	Pr. McKinley May 11, 6 p.m.
Pres. v. Buren May 5, 3 a.m.	Pres. Hayes May 19, 8 a.m.
Pres. Taft .. May 7, 6 p.m.	Pres. Jefferson May 21, 6 p.m.

For Bookings, Passenger and Freight Information, apply to 12, PRINCE STREET, (opposite Hongkong Hotel.)
Telephones Central 2477, 2478 & 705.
Cable Address "Dollar".

CANTON BRANCH:—No. 4 Shakes Street.

American Mail Line and Dollar Steamship Line

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO SAIL
TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	9th July	16th July
CHANGTE		

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36 Agents.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUÉES DES
MESSAGERIES MARITIMES.The Steamship,
"MARTAGAN"

Arrived Hongkong on 23rd April, 1929, from MARSEILLES &c.
Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 2nd May, 1929, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Monday, the 29th April, 1929.

No claims will be admitted after the goods have left the Godowns. No fire insurance will be effected by us in any case whatever.

L. LESDOS,
Agent,
Hongkong, 23rd April, 1929.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO', DUNKIRK,
LONDON AND STRAITS.

The Steamship,
"BENNEVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th May, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 a.m., by Messrs. Goddard and Douglas.

No fire insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hongkong, 24th April, 1929.

JAVA PACIFIC LINE.

From SEATTLE, LOS ANGELES
and SAN FRANCISCO.

The Steamship,
"HENGKALIN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st May, 1929, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godowns, where they will be examined on the 30th April, 1929, at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No fire insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LINE,
Agents.

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JAVA-CHINA-JAPAN LINE,
Agents.

CONSIGNEES' NOTICE.

LOYD TRIESTINO NAVIGATION
COMPANY.The Motor Vessel,
"ROMOLO"

arrived from Trieste and ports on 27th April, 1929, and in consequence of fire on board whilst en route to Trieste, consignees of cargo are hereby notified that a General Average has been declared. It is, therefore, necessary for the Average Bond to be signed, and a deposit of 2 per cent paid on the market value of the goods on arrival. All goods are being landed at consignees' risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained. All damaged cargo will be examined by Messrs. Goddard and Douglas on 1st May 1929 at 10 a.m.

No claims will be admitted after the goods have left the godown and all goods remaining undelivered after the 3rd May 1929 will be subject to rent.

No fire insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents,
Hongkong, 27th May 1929.

LOYD TRIESTINO NAVIGATION
COMPANY.

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LOYD TRIESTINO NAVIGATION
COMPANY.

LOYD TRIESTINO NAVIGATION
COMPANY.

DUKE HAS VERY
BUSY DAY.

(Continued from Page 2.)

Sir Hugh Elles, Mr. W. H. Bell,

His Honour Sir Henry Gollan, Kt., C.B.E., Mr. A. H. Ferguson, Mr. Y. Murakami, Mr. J. P. Warren, the Hon. Mr. W. T. Southern, C.M.G., Capt. Kerr, the Hon. Sir Shouson Chow, Kt., the Hon. Mr. R.A.C. North, Mr. A. H. Compton, the Hon. Mr. H. T. Cressy, C.B.E., Mr. J. Abe, Sir Robert Ho Tung, Mr. W. L. Pattenden, and the Hon. Mr. S. W. T'So, O.B.E. LL.D.

On the Chairman's left:—H.E. the Governor of Hongkong, the Hon. Mr. A. C. Hynes, H.E. Major General J. W. Sandilands, C.B., C.M.G., D.S.O., Mr. C. G. Alabaster, O.B.E., K.C., Rear-Admiral the Hon. Herbert Mende, R.N., D.S.O., Mr. Paul Lauder, The Earl of Airlie, Mr. F. A. Perry, Com-
modore R. A. S. Hill, R.N., Mr. T. E. Pearce, the Hon. Sir Joseph Kemp, C.B.E., K.C., Captain A. J. L. Whyte, R.E., Mr. M. T. Johnson, the Hon. Mr. C. McL. Messer, C.B.E., Mr. Allan Cameron, the Hon. Sir Henry Pollock, Kt., K.C., Mr. T. E. Mitchell, the Hon. Mr. T. H. King, Mr. R. M. Dyer and the Hon. Dr. A. R. Wellington.

The Hosts.

The following is a list of members of the Chamber of Commerce and the China Association, Hongkong Branch, who were the hosts at the banquet:—Messrs. C. G. Alabaster, O.B.E., K.C.; A. W. Hayward and J. K. Ross (Alex. Ross and Co., Ltd.), D. D. Forbes and D. Latimer (Andersen, Meyer and Co., Ltd.), O. el Arculli (Arculli Bros.), W. H. Bell and H. Davenport Brown (Asiatic Petroleum Co., Ltd.), J. H. Backhouse (James H. Backhouse, Ltd.), with Mr. T. E. Mitchell (Far Eastern Trust Co., Ltd.), the General Accident, Fire and Life Assurance Corporation, W. S. Bailey and C. F. Mendham (W. S. Bailey and Co., Ltd.), W. G. Goggin and J. R. Collis (Bank Line, Ltd.), Li Tse Fong (Bank of East Asia, Ltd.), A. Lecot (Banque de l'Indo Chine), K. Nagura (Bank of Tai-
wan, Ltd.), Li Hoi Tung (Banker and Co., Ltd.), A. A. Rotello (Rotello Bros.), J. A. Plummer and K. S. Morrison (Bradley and Co., Ltd.), F. A. Perry, A. P. Bungey, J. A. Bloomfield and M. St. J. Walsh (British-American Tobacco Co., Ltd.), G. K. Hall Bratton, N. S. Brown, J. H. Little, K. E. Greig and A. R. H. Phillips (Butterfield & Swire), Allan Cameron, L. E. N. Ryan and E. Stone (Canadian Pacific Railway Co., Ltd.), A. H. Ferguson (Chartered Bank of India, Australia and China), Chua Yue-teng (Chua Yue-teng), L. E. Gutteres (China Provident Loan and Mortgage Co., Ltd.), H. H. Sturt (China Underwriters, Ltd.), T. N. Chai (Chun On Fire Insurance Co., Ltd.), A. H. Compton, N. J. Per-
rin, W. A. Weight and A. Wheeler (Thos. Cook and Son, Ltd.), A. Stevenson (Dairy Farm, Ice and Cold Storage Co., Ltd.), N. M. Currie, J. D. Kinnaird, W. A. Stewart, and W. N. Fleming (Davie, Boag and Co., Ltd.), the Hon. Mr. W. E. L. Shenton, M. H. Turner and H. J. Armstrong (Deacons), F. Syme Thomson and J. P. Warren (Dodwell and Co., Ltd.), J. W. Morris and W. F.

Young, with Mr. M. F. Key (Secre-

tary of the Chamber and Hon. Secretary of the China Association, Hongkong Branch).

The proceedings terminated shortly after 10 p.m., when His Royal Highness left the Hotel, being accompanied to his car by H.E. the Governor and attended by the Chairman and Vice-Chairman of the gathering. The party soon afterwards broke up, the banquet being voted by everyone a great success.

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CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Company's Vessel
"PELEUS"

From UNITED KINGDOM & CONTINENTAL PORTS via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 20th April.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd May will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 15th May or they will not be recognized.

No fire insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 20th April 1929.

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BUTTERFIELD & SWIRE,
Agents

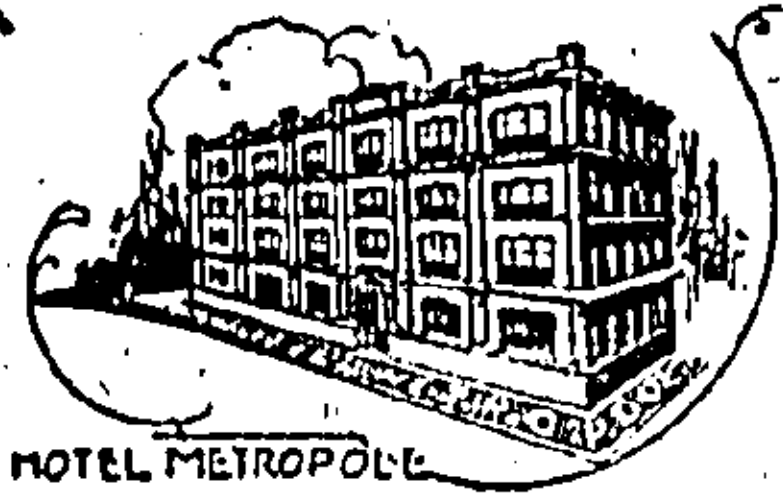
THE HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL:
HOTELS
LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

HOTEL METROPOLE

Central, Convenience, Com-
fort, Good Meals & Moderate
rates.

HOTEL BOA VISTA, MACAO.

Ideal Place for week ends.



KOWLOON HOTEL

KOWLOON.

Under the Personal Supervision and
Attention of

Mr. & Mrs. H. J. WHITE.

Phone Nos. Cables "KOWLOON"
K 608 & K. 609. Hongkong.

PALACE HOTEL

Tel. Kowloon No. 3. Tel. Address: PALACE.

UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first class Residential and Tourist Hotel with all the conveniences
of a Home.

Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; families specially catered to.
MRS. J. H. OXBERRY, Proprietress.
Hotel newly renovated.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE

After dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. O'Leary, Managing-Director.

RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.

Overlooking the Sea.

Hot and Cold Running Water.
Highest Quality Catering.

Modern Sanitary System
European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.
CABLES:—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager.

WHAT DO YOU KNOW OF LONDON?

8,000,000 WHO BUY AT 89,000
SHOPS.

Many interesting and little
known facts about the administra-
tion of the metropolis and its en-
vironments are revealed in the annual
report of the London County
Council for 1927, just issued (Vol.
1, price 2s. 6d.).

Do you know, for instance:—
That Greater London has an
administrative area of 117 square
miles, and a population of nearly
8,000,000, who are represented by
124 M.P.'s?

That London has a debt of
£125,109,661?

That there are 83,000 shops in
London, not counting those in the
City?

That there are over 165 miles of
tramlines, and that the London
trams, which maintain an average
speed of 9½ miles per hour includ-

ing stops, are the fastest in the
United Kingdom?

That the cost of running a tram
a mile is 12.699d.?

That there are 5,642 acres of
puzzling parks and open spaces; 815
tennis courts, 338 cricket pitches,
358 football grounds, and two
croquet lawns?

That the value of property in-
sured against fire in London is
£2,189,467,928?

That there are 22 factories
manufacturing explosives in
London?

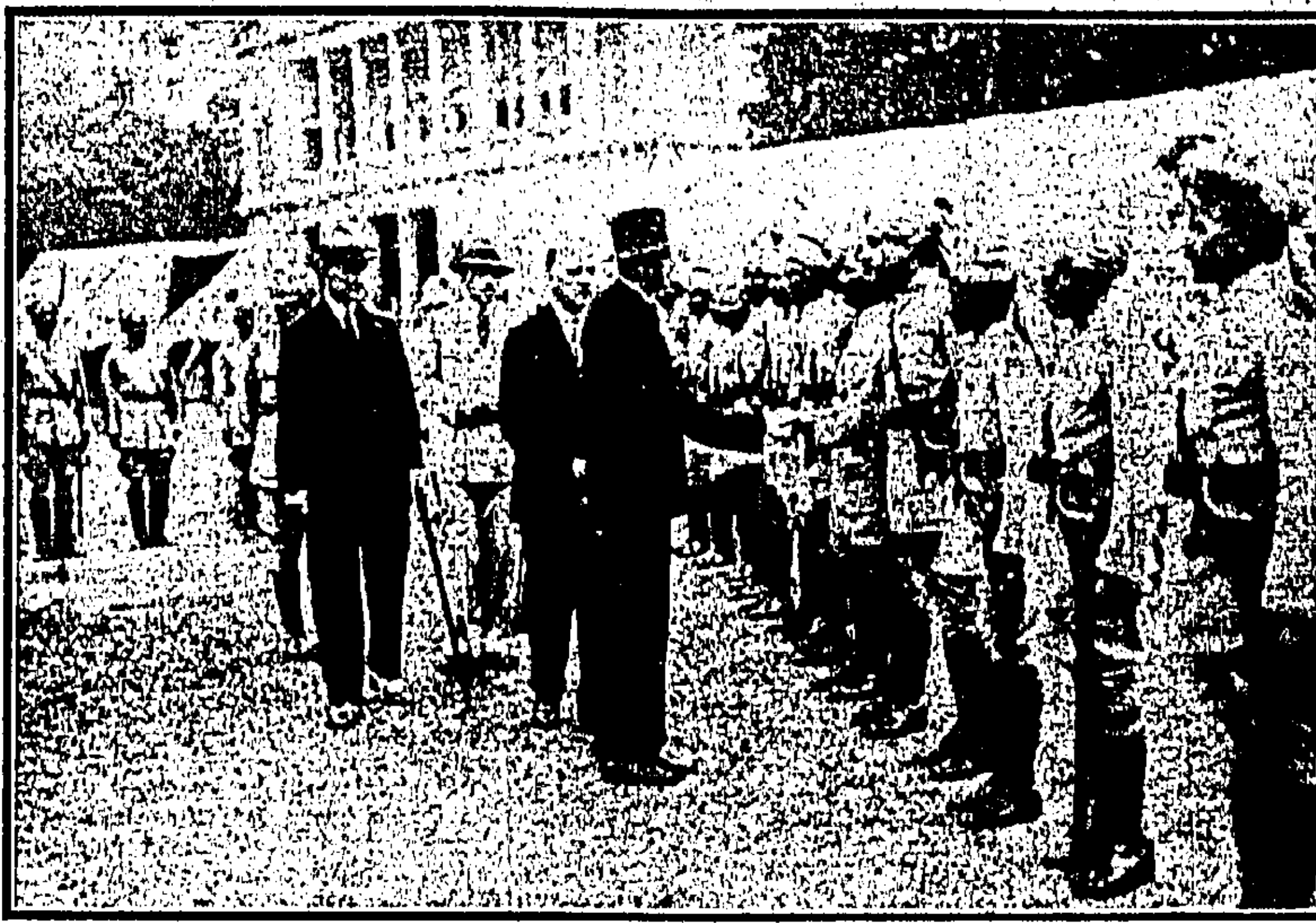
35,000 Unjust Scales.
Although few Londoners realise
the fact, the L.C.C. is day and night
watching the interests of its
citizens.

The Council's inspectors, for
instance, discovered that 34,304
scales and weights and measures
were unjust or unstamped.

Thirty-nine people who were in
peril of their lives through fire
were rescued and during the year
the fire brigade dealt with 5,125
fires. Of these 1,387 were due to
carelessness.

Printed and Published for the Proprietors by FREDERICK PERRY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

YESTERDAY'S ROYAL RECEPTION.



H.R.H. the Duke of Gloucester shaking hands with Indian Army officers at yesterday afternoon's reception on the Hongkong Cricket Club ground. (Photo: Mee Cheung).

ENGLISH NATIVE GOLF CHAMPIONSHIP.

TOLLEY ELIMINATED IN THE SEMI-FINAL.

London, Apr. 26.
E. Tipping, of Ashdown Forest,
and W. Sutton, of West Cheshire,
qualified for the final of the Eng-
lish Native Golf Championship, at
Gosforth Park, Birmingham, to-
day.

There were some very close
fights in the sixth round and semi-
finals, Cyril Tolley, the favourite
being eliminated in the semi-final
by Sutton.

To-day's results were:

Sixth Round.

C. J. H. Tolley (Liverpool) de-
feated C. Ollerhead (Fulwell) by
5 and 3.

W. Sutton (W. Cheshire) de-
feated R. Thompson (Gosforth
Park) by 2 and 1.

E. Tipping (Ashdown Forest)
beat T. Thirsk (Bridlington) by
2 and 1.

W. Millar (Heworth) beat N.
Dunn (Doncaster) by 3 and 2.

Semi-Finals.

Tipping beat Millar by 4 and 2.
Sutton beat Tolley by 1 hole.

—Reuter.

A FREE "BINGE"?

WHAT HAPPENS TO SEIZED BRANDY.

Revenue Officer Grimmit charged
a Chinese before Mr. E. W.
Hamilton, at the Central Police
Court this morning, with the pos-
session of a large quantity of
brandy on which duty had not
been paid.

He stated that while executing
an opium and tobacco warrant, at
No. 122, Wanchai Road, he found
a number of bottles of "Beehive"
brandy in two baskets, and ar-
rested the defendant, who said he
bought it from Saigon.

Mr. Hamilton wondered what
they would do with the stuff after
confiscation. "Appropriate it and
have a free binge?" he queried.

R. O. Grimmit:—It is confiscat-
ed and sold and the money goes
to the Treasury. If anybody
makes a bid, he will probably get
it.

Defendant was fined \$125, or
three months' imprisonment in
default.

GIRLS' LONG HOURS.

MAGISTRATE'S CRITICISM OF EMPLOYERS.

Marshall Martin and Co.,
chocolate manufacturers, of Gay-
ford-road, Shepherds Bush, were
summoned under the Factory Act
at West London for employing six
girls, aged 14 and 15, for more
than five hours without an interval
for a meal.

Charles Martin, a member of the
firm, said that the facts of the case
were not disputed. They were very
busy on a special line, and so that
the machines should not stop the
girls were working later than usual.

The Magistrate—You let them go
on working to save you expense.

In imposing the maximum
penalty of £3 on each of six sum-
monees, he said that it was perfect-
ly disgraceful that any employer
should so neglect the health and
well-being of young girls in his
factory.

LATEST AMERICAN GESTURE.

FOLLOWING BRITAIN'S LEAD ON ARMIES.

DROPPING FORMER ATTITUDE ON TRAINED RESERVES.

APPEAL FOR CANDOUR.

Geneva, Apr. 26.

Another important statement
was made by Mr. Hugh Gibson, the
American delegate to the Prepara-
tory Disarmament Commission to-
day, this time dealing with the
question of military reductions.

The committee was discussing
"effectives" and Mr. Gibson said
that the Government of the United
States was prepared to accept the
views of the recognised military
Powers with regard to the problems
involved.

He followed very much the ar-
gument adopted by Lord Cusheadun
in a similar statement last week.

He mentioned, however, that the
Government of the United States
had always maintained trained re-
serves, and were of opinion that
these should be included in the
category of peace-time forces, sub-
ject to limitation.

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Government of the United States
had always maintained trained re-
serves, and were of opinion that
these should be included in the
category of peace-time forces, sub-
ject to limitation.

Obvious Advantage.

He was inclined to this view be-
cause it seemed obvious that a na-
tion so equipped would be able
promptly to undertake an offensive,
and was, therefore, in a markedly
more favourable position than a na-
tion compelled to train and to equip
new personnel.

In a spirit of conciliation, how-
ever, and recognising that this
question was chiefly the concern
of the military Powers, the United
States Government no longer in-
sisted upon this point of view, but
would accept any agreement
reached by the military Powers.

Candour and Harmony.

Mr. Gibson, therefore, urged the
delegations to lay their cards on
the table and by this means to
create a feeling of candour and
harmony conducive to the success
of the conference.

It was in this spirit that he
made what was considered to be a
fundamental concession. He hop-
ed that this concession would
enable the military Powers to pro-
duce some practical plan.

Delegates Agree.

Count Bernstorff welcomed Mr.
Gibson's statement.

M. Massigli (France) said Mr.
Gibson's proposals would advance
the work of the committee rapidly,
and had profoundly changed the
situation. He gave an assurance
that the French delegation would
place its cards on the table.

Viscount Sato pointed out that
Mr. Gibson's proposals opened
new avenues to conscriptionist
countries. The Japanese dele-
gation was ready to make all
possible concessions in this, but
was not prepared to change
Japan's present system of recruit-
ing.—Reuter.

British Attitude.

The British Government dropped
their previous attitude regarding
reserves in precisely the same way
last week, Lord Cusheadun stating
that Britain was prepared to make

TO-DAY'S RACES.

GOOD SPORT ANTICIPATED.

(By "Ringtail.")

An interesting programme of
eight events have been compiled
for the meeting which is to take
place at Happy Valley racecourse
this afternoon. The first race
will start at 3 p.m. sharp.

H.R.H. the Duke of Gloucester
has signified his intention of
riding in at least three events, and
this should add considerably to the
day's enjoyment. My selections
are:

1st Race.

- 1 Mr. Heard's mount
- 2 Winsome Stag or San Francisco
- 3 One Third

2nd Race.

- 1 Blue Danube
- 2 The Jamaica
- 3 The Ape

3rd Race.

- 1 Mr. Heard's mount
- 2 As You Like It
- 3 Rummy

4th Race.

- 1 Mr. Heard's mount
- 2 Monterey Bay or Cuckoo Bay
- 3 Winsome Stag

5th Race.

- 1 King's Falloch
- 2 Fifty Fifty
- 3 Mowgli

6th Race.

- 1 Monterey Bay or San Francisco
- 2 Tarnacadam
- 3 City Hall

7th Race.

- 1 King's Parade
- 2 False Alarm
- 3 Sunshine

8th Race.

- 1 Mr. Heard's mount
- 2 Town Hall
- 3 Peck or Pretender

OPERA LADY ROBBER.

HANDBAG SNATCHED BY A CHINESE.

While walking in Nathan Road
about nine o'clock last night, a
lady member of Carpi's Italian
Opera Company had her bag
snatched by a Chinese. The man
made off in the direction of
Humphrey's Avenue, where he was
caught by a Portuguese.

The bag, which contained \$5
gold, keys and personal articles,
was recovered.

The man will be charged be-
fore Mr. T. S. Whyte Smith at the
Kowloon Magistracy this morn-
ing.

great sacrifices in order that an
agreement might be facilitated.

He went on to say that "Britain
does not pretend to be a military
power in the Continental sense of
the term. Her military system is
fundamentally different from
that of most of the countries re-
presented in this room, and her land
forces have already been reduced to
such a point that they cannot claim
to rival in any sense those of the
Continental Powers.

"Therefore we recognised that,
in this sphere, the lead should be
taken by military Powers, and that
the possibility of effective limitation
depends upon a reconciliation of
their views and policy."

CHANEY'S GREATEST THRILLER!

No one on the screen
to-day can equal Lon
Chaney for the thrill of
the unusual. As the
underworld power, he
weaves a spell of excite-
ment and suspense amaz-
ing even for Chaney!



AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

**GEORGE K. ARTHUR
KARL DANE**

in the great laugh riot

CIRCUS ROOKIES

Also

CHARLIE CHAPLIN

in

"A DOG'S LIFE"

AT THE
WORLD

Orchestra 5.15 & 9.20.

TO-DAY &
TO-MORROW

Interceptor 2.30 & 7.15.

A FILM MASTERPIECE!

ROBERT HICHEN'S vivid story of the love
of a Trappist monk for a beautiful girl.
A thousand and one thrills and throbs all
played in the real Sahara Desert!



**ALICE TERRY
IVAN PETROVICH**

AT THE
STAR

TO-DAY & TO-MORROW
At 2.30, 5.30.

9.15—THE ITALIAN GRAND OPERA COMPANY—9.15